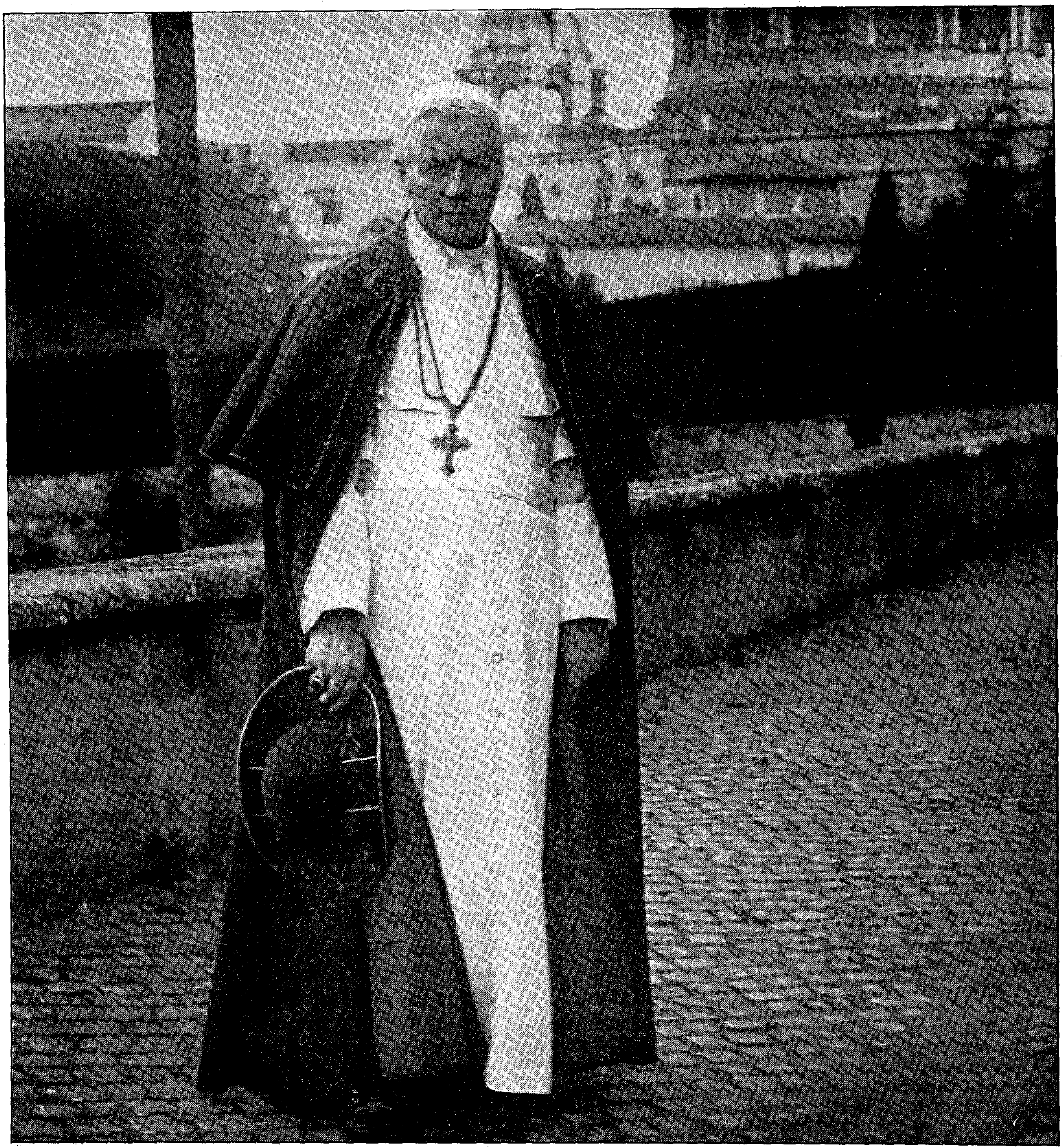
THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

VOL. XLIX., No. 9 NEW YORK, AUGUST 29, 1914 WHOLE NUMBER 1271



Copyrighted by Underwood & Underwood, New York.

POPE PIUS X. IN THE GARDENS OF THE VATICAN.

In the eightieth year of his age and the eleventh of his pontificate, the Supreme Pontiff of the Roman Catholic Church died on August 19, his end hastened and his last hours darkened by grief over the terrible war involving most of Europe. His last official proclamation was a call to all Catholics to pray that a merciful God might "speedily remove the evil causes of war, giving to them who rule to think the thoughts of peace." He said once on his sick-bed: "In ancient times the Pope by a word might have stayed the slaughter, but now he is impotent." As man, priest, and Pope, Giuseppe Sarto, later Pius X., was loved and revered for the simplicity, benevolence, and saintliness of his life.

TERMS: $3 a year, in advance; four months, $1; single copy, 10 cents; postage to Canada 85 cents a year, other foreign postage $1.50 a year. **RECEIPT** of payment is shown in about two weeks by date on address label, subscription including the month named. **CAUTION:** If date is not properly extended after each payment, notify publishers promptly. Instructions for **RENEWAL, DISCONTINUANCE,** or **CHANGE OF ADDRESS** should be sent *two weeks* before the date they are to go into effect. *Both old and new addresses* must always be given. **DISCONTINUANCE:** We find that many of our subscribers prefer not to have their subscriptions interrupted and their files broken in case they fail to remit before expiration. Nevertheless, it is not assumed that continuous service is desired, but subscribers are expected to notify us with reasonable promptness to stop if the paper is no longer required. **PRESENTATION COPIES:** Many persons subscribe for friends, intending that the paper shall stop at the end of the year. If instructions are given to this effect, they will receive attention at the proper time.

Published weekly by Funk & Wagnalls Company, 354-360 Fourth Avenue, New York, and Salisbury Square, London, E. C.

Entered at the New York Post-office as Second-class Matter.

TOPICS OF THE DAY

AMERICA'S LOSS AND GAIN IN EUROPE'S WAR

THAT THE EUROPEAN conflict "may mark the beginning of a new commercial and industrial era in the United States," says an authority in the New York *Journal of Commerce*, is "not at all unlikely," and the question whether we are to reap lasting economic benefit from the conditions thrust upon us, or profit only temporarily to suffer later crises of reaction, depends upon "the alacrity with which the American business man will seize the opportunity, and upon the wisdom with which the American legislator will face the situation." In this connection we find much expert and editorial testimony to the fact that "vaster, more intricate, and more rapid readjustments of industry are now called for than at any previous period in modern history." As to what we, in this country, are to gain and what we are to lose, the New York *Evening Post* cites as an authority Joseph French Johnson, Dean of New York University School of Commerce, and says of him that he is "optimistic as to the effect of the war on American agriculture and the industries which cater largely to agricultural interests," yet believes that "many industries will suffer severely." *The Post* then quotes "a summarized statement of the chief items of profit and loss to the American people" which appears in Dean Johnson's article on "War and American Business," written for the Alexander Hamilton Institute, and, according to *The Post*, based on an investigation conducted by the research department of the Institute. The summary follows:

Loss	Profit
(1) The tendency to drain gold from this country, which must be offset by accumulating reserves, restricting credits, and avoiding inflation of currency.	(1) Opportunity to increase the prestige and banking connections of America in international financing.
(2) Closure of European market to American securities and sale at low prices in this country, resulting in checking all permanent financing and stopping new projects and construction that have not been financed; probable permanent diversion from the United States and Canada of large amounts of European capital which would otherwise have come to us.	(2) Opportunity to enter South American and Oriental markets and secure a larger share of this trade.
(3) Cutting off certain raw materials (chiefly chemicals) which are essential in some lines of manufacture; great reduction in European demand for raw materials, partly manufactured, and manufactured goods, resulting in partial readjustments and in losses.	(3) Sale of foodstuffs and military supplies at high prices in European markets, resulting in prosperity for producers of these goods and for industries which cater to these producers.
(4) Increase in the cost of living.	

While admitting the opportunities of the United States to build up its export trade, Dean Johnson points out the difficulties of breaking into new markets, even when they are temporarily left open; and as for extending its financial influence, he says:

> "It is likely that the bankers of South America and the Orient will increase their deposits in New York—the only safe haven for the moment—and the New York bill of exchange will temporarily take the place of the London bill. . . . . .
>
> "For the present, however, we are confronted by a closed market for securities with no definite prospect of its being reopened. Broadly speaking, only hand-to-mouth financing is possible."

A striking feature of the situation, in Dean Johnson's opinion, "is the uneven influence of the war on American industries"—

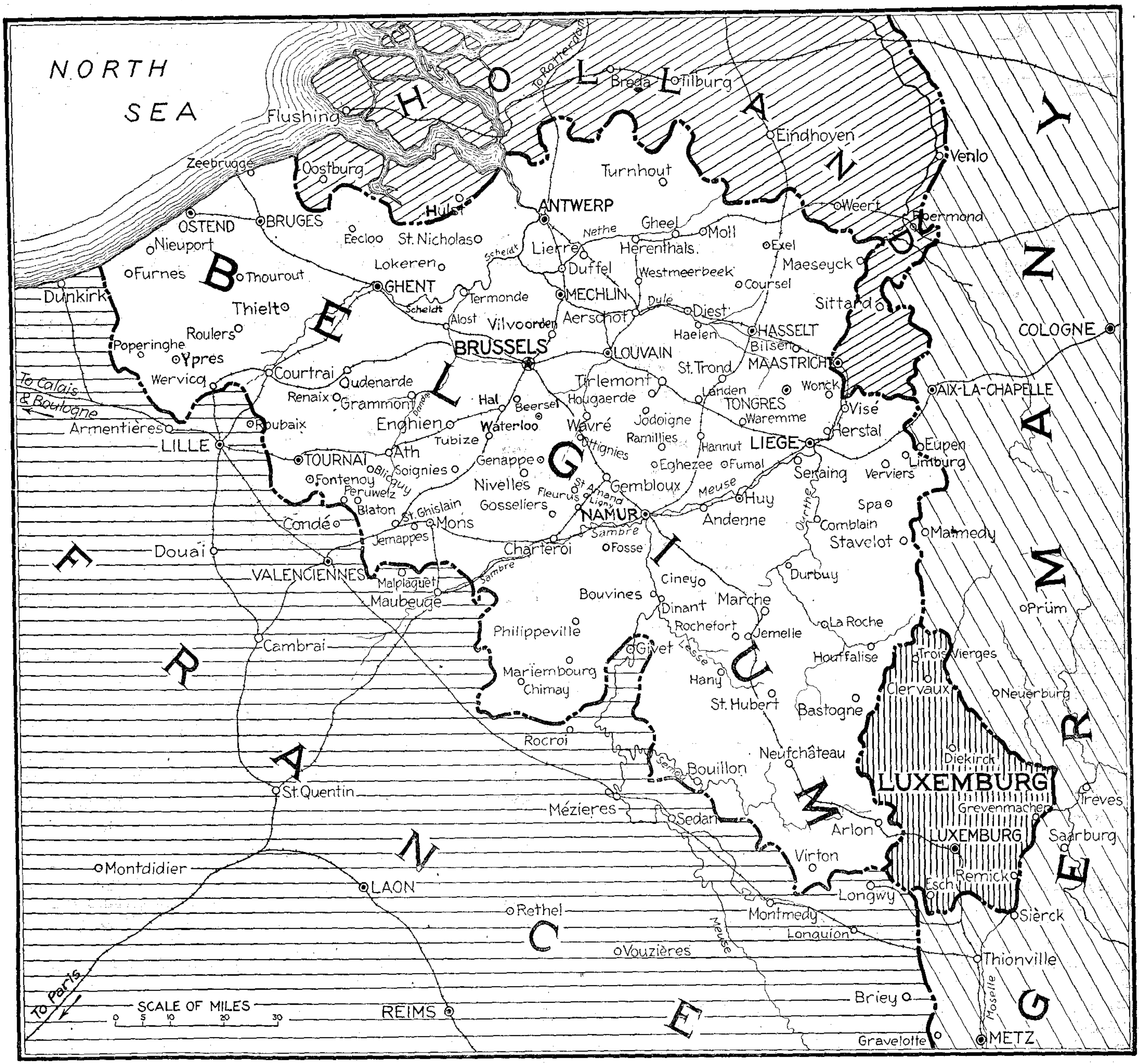
> "We shall probably see, if the situation continues, certain industries and commercial organizations working at top speed and making enormous profits, while beside them will be the empty offices and deserted factories of other industries.
>
> "There is scarcely a business in the country that does not need immediate readjustment. It may not be radical in most cases, but it will be enough in thousands of instances to make the difference between profit and loss, between success and failure. The readjustment may consist simply in revising orders for stock and raw materials; it may consist in reducing or extending sales and office expenses; it may consist in securing additional capital for some big, timely expansion. Every business needs, more than ever, hawk-eyed watching and quick decision."

The Journal of Commerce presents another authority in an article by Edwin R. A. Seligman, McVickar Professor of Political Economy at Columbia University, who tells us that "so far as the immediate effects of the war upon our chief raw materials are concerned, the prospects are not very favorable to cotton, and perhaps a little less unfavorable as to wheat and other food products." This is our share, he explains, of "the inevitable loss which is consequent upon so huge a war," and he adds:

> "In industry, however, the situation promises to be different. Here the opportunities for, and the prospects of, progress are exceedingly bright. To the extent that the belligerents will lose their export trade to South America, Asia, and Africa, owing to the general disruption of industry, we shall have a chance to supply the deficiency, and this deficiency is bound to be enormous. Even if England and France are able soon to keep the water lanes open, their energies will be so much occupied by the war as to cause a great falling off in their exports. So far as Germany is concerned, probably this all but complete cessation of commerce will afford us an unheard-of opportunity in South America and Asia. There is every reason to believe that under favorable conditions an immense impetus will be given, more particularly to the textile and the metal industries, the influence of which will considerably overbalance any possible loss from a fall in the price of our raw materials."

The "favorable conditions" mentioned by Professor Seligman, refer to "the possibility of securing the bottoms in which to transport this vastly increased output of industry," and he says that what is "really the crux of the problem" is "our ability to establish a merchant marine." Having pointed out various ways in which this might be done, Professor Seligman assumes that "in one way or another" our carrying trade will increase equally with the growth of our manufacturing industry, and "the combined result will undoubtedly be temporary prosperity." So much for the "immediate effects" of Europe's war on our business affairs, but when we come to examine "ulterior results," we meet "a more complicated situation," says the writer, because:

> "In the first place, the prodigious destruction of capital which is to be expected the world over will also affect the situation here. As the European countries would need much of their future surplus to repair the ravages of the war, there would be so much the less to invest in the United States. Our tempo of progress will therefore become slower. The relative decrease in the amount of available capital will mean a higher rate of interest. Specifically, also, this will mean a further fall in the price of securities and especially of bonds, government as well as railway and industrial. The tendency of wages, also, throughout the world will be downward because dearer capital means less efficient


NORTH SEA
HOLLAND
BELGIUM
FRANCE
GERMANY
Flushing
Zeebrugge
Oostburg
Hulst
Rotterdam
Breda
Tilburg
Eindhoven
Venlo
Turnhout
Weert
Roermond
OSTEND
BRUGES
Eecloo
St. Nicholas
ANTWERP
Nethe
Gheel
Moll
Nieuport
Furnes
Thourout
Lokeren
Scheldt
Lierre
Herenthals
Duffel
Westmeerbeek
Exel
Maeseyck
Coursel
Dunkirk
GHENT
Termonde
MECHLIN
Dyle
Diest
Sittard
Thielt
Alost
Vilvoorden
Aerschot
Haelen
HASSELT
Bilsen
COLOGNE
Roulers
Poperinghe
Ypres
BRUSSELS
LOUVAIN
St. Trond
MAASTRICHT
Courtrai
Wervicq
Oudenarde
Tirlemont
Landen
Wonck
Visé
AIX-LA-CHAPELLE
To Calais & Boulogne
Renaix
Grammont
Hal
Beersel
Hougaerde
TONGRES
Waremme
Armentières
Roubaix
Enghien
Waterloo
Wavre
Jodoigne
Herstal
LILLE
Tubize
Ottignies
Ramillies
Hannut
LIEGE
Eupen
Limburg
TOURNAI
Ath
Genappe
Eghezee
Fumal
Seraing
Verviers
Fontenoy
Blicquy
Soignies
Nivelles
Gembloux
Meuse
Huy
Spa
Peruwelz
Fleurus
St. Amand
Ligny
Blaton
St. Ghislain
Gosseliers
NAMUR
Ourthe
Comblain
Condé
Mons
Sambre
Andenne
Malmedy
Jemappes
Stavelot
Douai
Charleroi
Fosse
VALENCIENNES
Malplaquet
Durbuy
Ciney
Maubeuge
Bouvines
Dinant
Marche
Prüm
Rochefort
Philippeville
Jemelle
La Roche
Givet
Lesse
Houffalise
Trois Vierges
Cambrai
Mariembourg
Chimay
Hany
Clervaux
Neuerburg
St. Hubert
Bastogne
Rocroi
Neufchâteau
Diekirch
Semois
Bouillon
LUXEMBURG
St. Quentin
Mézieres
Sedan
Grevenmacher
Treves
Arlon
Saarburg
Virton
LUXEMBURG
Montdidier
Remick
Esch
LAON
Longwy
Sierck
Rethel
Montmedy
Longuion
Meuse
Vouzières
Thionville
Moselle
To Paris
SCALE OF MILES
0 5 10 20 30
REIMS
Briey
Gravelotte
METZ

Copyrighted, 1914, by Funk & Wagnalls Company.

BELGIUM—THE FIRST BATTLE-FIELD OF THE EUROPEAN WAR.

The full effect of the first two weeks of the Belgian campaign—from the German entrance into Belgium on August 3 to the German occupancy of Brussels on August 20—is yet to be shown, while the rigid war censorship keeps us in ignorance of the moves on the military chess-board. Judging from meager and discrepant press reports, Liège was attacked on the 4th, but its forts offered so spirited a resistance as to delay its capture for about a week. The German forces then spread out and pushed westward, with their cavalry overrunning most of central Belgium. A battle seems to have been fought near Diest, and there was fighting along a line from Louvain and Wavre on the Dyle to Gembloux and a point on the Meuse. The capture of the Belgian capital seemed to indicate that the Germans were still unbeaten and in control of two-thirds of Belgium. Yet English and French official statements insist that the Belgian resistance delayed the Germans sufficiently to give the allies a decided strategic advantage, and that the Belgian Army is safe behind the impregnable fortifications of Antwerp and in a position to harass the German flank. Readers will note the more important railroad lines connecting the cities of Brussels and northern France. Paris is 200 miles by rail from Brussels and 190 from Namur.

production, and less efficient production tends to a lowering of wages."

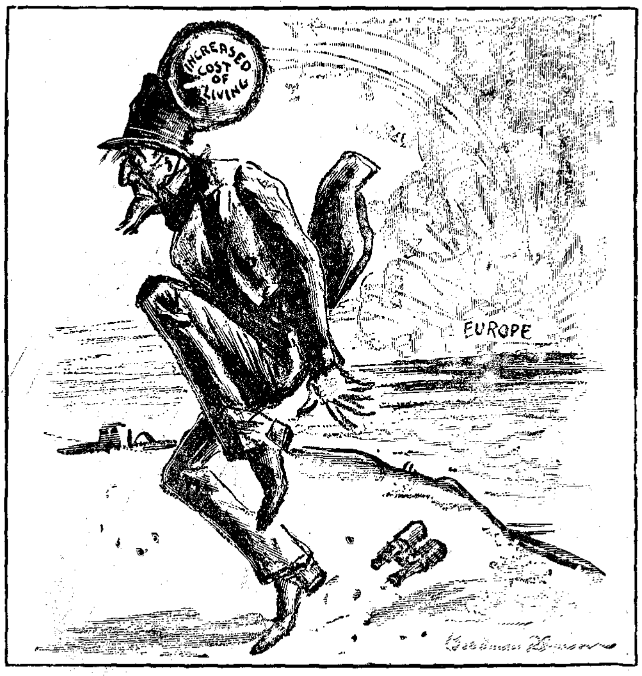
Again, the very prosperity that may attend the war, we are warned, involves "the grave danger of a reaction" when it is over, and we are told that "unless the American consumer of the next few years is prepared to make some sacrifices by his willingness to suffer high prices, we shall be in great danger of experiencing an industrial and commercial crisis of first magnitude." To avoid such a calamity "in whole or in part" we must "retain the control of the neutral foreign markets" that we now expect to secure, says Professor Seligman, and do so by use of the following means:

"In the first place, our banking facilities must be internationalized so that we shall no longer be dependent upon London as we now are. Fortunately, the new Federal Reserve Act will render this at all events possible; the efforts that are even now being made by some of our leading banking institutions promise well for the future.

"In the second place, far more attention must be paid than is the case at present to the needs of the foreign market. Our consular service, which is now only partly out of politics, should be at once definitely and completely removed therefrom. Our diplomatic service, which is at present so demoralized and which is of far more importance to commerce than is often imagined, should be put on a similar permanent basis. The system of commercial attachés and experts, both at home and abroad, should be greatly developed. . . . . . .

"In the third place, a much more systematic movement must be initiated to teach our manufacturers how to conform to the habits and the prejudices of the foreign market, in methods of packing, in conditions of output and in details of payment. . . . .

"Fourthly, no wholly successful export business on a large scale can be maintained without favorable transportation rates, both inland and oversea. It should be one of the first duties of our Interstate Commerce Commission to study this problem and to interpret the law so liberally as to permit our common carriers to make those modifications in rates that may be rendered necessary, but which are now, through a strict interpretation, held to be illegal."



THE INNOCENT BYSTANDER
—Robinson in the New York *Tribune*.

"More liberal legislation" is asked also by Professor Seligman in order that we may retain "a goodly share at least of the world's carrying trade, which we are in a fair way of securing in the immediate future," and he argues that "the country will have to be prepared to make temporary sacrifices and perhaps to suffer, in the shape of subsidies, temporary infractions of a normally sound practise, in order to achieve the greater good," and he concludes:

> "The seeds of the great industrial prosperity of the United States were planted a century ago during the war with England. The British command of the world market dates from the Napoleonic wars. The German onset into industry and commerce was the result of the war of 1870. It is not at all unlikely that the present European conflict may mark the beginning of a new commercial and industrial era in the United States."

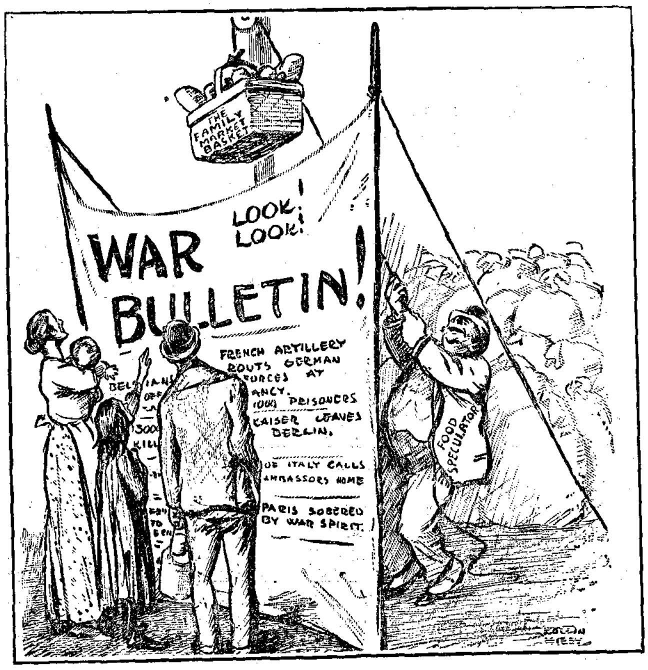
THE FOOD-PRICE "WAR"

THE MENACE of a people at peace starving in a land of plenty, and in a year of "bumper crops," because of "speculation" in foodstuffs, based on Europe's need, is responsible for "a nation-wide fight" against extortion. This "war upon war prices" is led by President Wilson, who says in a letter to the Attorney-General that "the rapid and unwarranted increase in the prices of foodstuffs in this country upon the pretext of the conditions existing in Europe is so serious and vital a matter that I take the liberty of calling your attention to it." Resolutions of inquiry on the subject, Washington dispatches say, are piling up in both Houses of Congress, and we read also that from coast to coast "legal forces of the Government, assisted by State and municipal authorities," are conducting investigations In some districts, according to the press, prices have decreased slightly as a result of the Government's action, while elsewhere we read that prices are going still higher. The general tone of editorial criticism is pronouncedly bitter, as, for instance, when the Philadelphia *North American* says that "those who are gambling upon the necessities of human beings are waging war against the American people." On the other hand, business interests do not lack defenders, who argue that the increase in food prices is due to a natural economic law and not to "any conspiracy or 'unlawful combination.'" Thus the New York *Journal of Commerce* tells us that:

> "It is natural to suppose that the demand for certain supplies on account of the war in Europe and the closing of important markets will cause an advance in prices, and it is equally natural to discount the results by holding back these supplies until advantage can be taken of it. This will of itself tend to increase the domestic prices. No doubt the farmers and cattle-men of the West are doing their part in this, and the packers and grain dealers are not above the desire of profiting by conditions that give promise of gain. Wholesale traders are as a rule in competition with each other in disposing of what they control, and are not likely to increase their profit to any extent, while actual combination is hardly practicable among retailers. It is the general spirit of speculation and watching for the main chance that accounts for the situation, in all probability.
>
> "It is selfish, no doubt, and it may not be highly moral or patriotic, but motives cannot be controlled by law and mere lack of moral scruple and patriotic self-denial cannot be punished by legal process. Those guilty of these sinful purposes may be exposed, and if the facts show that they deserve it they may be condemned and made to feel that their reputation in the community is damaged. Public opinion may exert a restraining influence over their behavior. Business is usually conducted in accordance with some prevailing standard, and that depends upon the general sentiment of the community, which can make itself felt if it tries."

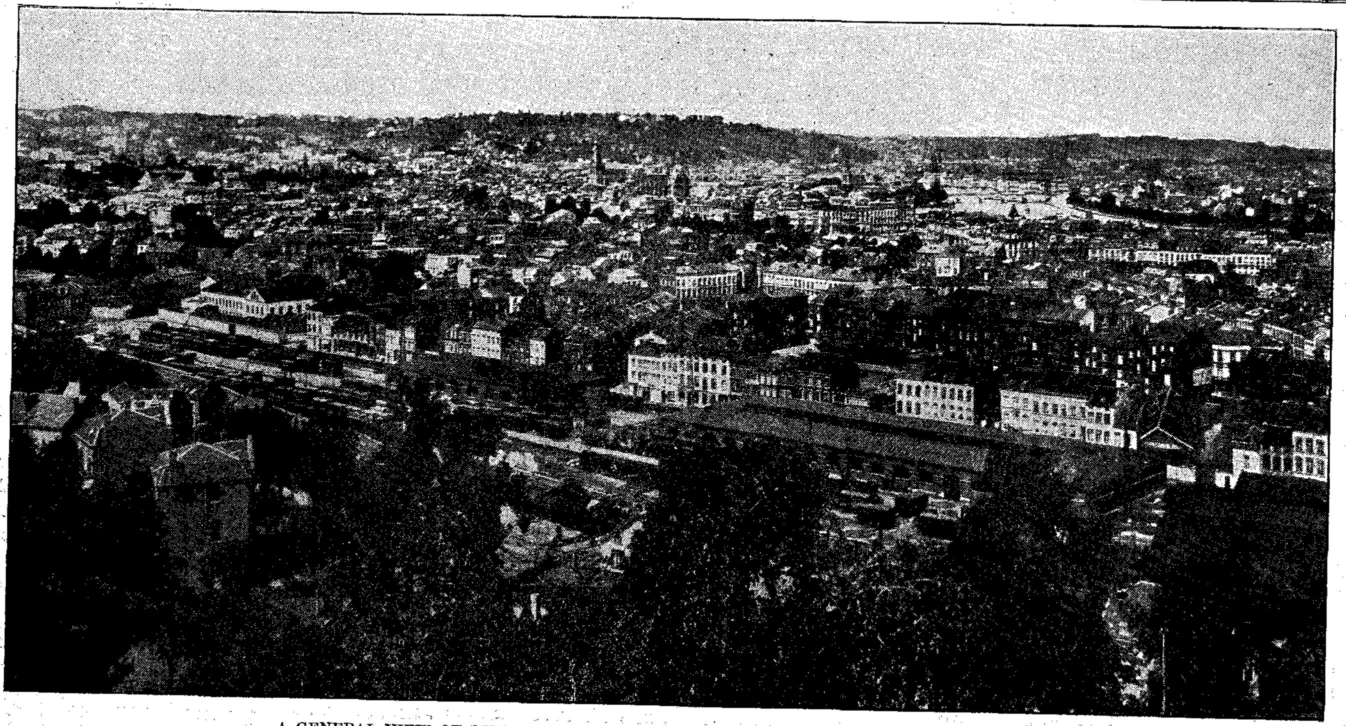
The Chicago *Herald* discountenances the assumption that "every rise in food prices" is due to "unlawful combination," and points out that "whatever the various investigations establish as a matter of fact, and however efficiently the legal machinery is set to work to punish and prevent unwarranted increases, we might as well face the fact that we are confronted if not by a present at least by a prospective increase of food prices due to the European war." In the view of the Washington *Times* also, "it is quite inevitable that prices must go up when the world confronts to-day's conditions," and it informs us that this "is one of the penalties the world must pay for the privilege of having a war every now and then."

In sharp disagreement, however, with the theory that the war must perforce add to the cost of living is the statement of Roger W. Babson, an acknowledged authority on economic and financial statistics. The New York *World* quotes him as saying:

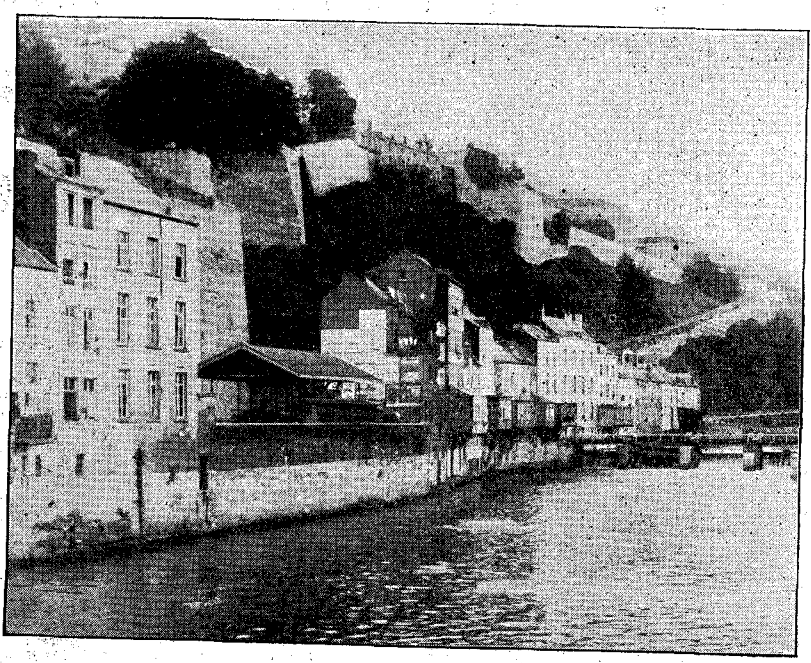

THE FAMILY MARKET BASKET
LOOK! LOOK!
WAR BULLETIN!
FRENCH ARTILLERY ROUTS GERMAN FORCES AT NANCY. 1000 PRISONERS
KAISER LEAVES BERLIN.
ITALY CALLS AMBASSADORS HOME
PARIS SOBERED BY WAR SPIRIT.
FOOD SPECULATOR

HIDING BEHIND IT.
—Kirby in the New York *World*.

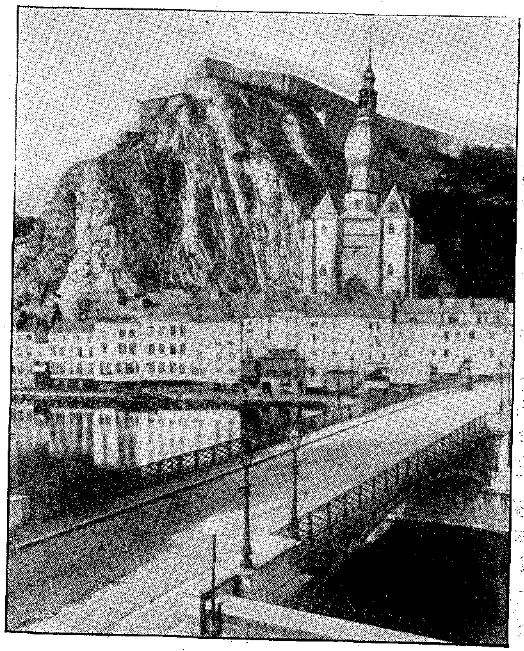
> "There is absolutely nothing to warrant the recent increase in the cost of flour. We have the biggest wheat crop in the history of the country. We don't import that commodity. There



A GENERAL VIEW OF LIEGE, SHOWING THE FORTIFIED HILLS SURROUNDING THE CITY.



NAMUR,
The strongly fortified town at the junction of the Meuse and the Sambre.



DINANT,
On the Meuse, only ten miles from the French border.

BELGIAN TOWNS WHOSE FORTRESSES DELAYED THE GERMAN ADVANCE TOWARD THE FRENCH FRONTIER.

are no ships to export it. By every law of supply and demand the prices should go down.

"Neither is there any reason for an increase in the price of beef or in the by-products of cattle. The prices of these should be lower, if anything. And after peace is declared in Europe and ships are available to transport beef across, there is no reason to anticipate a sudden demand for beef that will send the price up again. On the contrary, beef shipments should be below normal, for there is bound to be a prolonged era of economy among the nations engaged in war."

Speaking editorially, *The World* says that "if necessary to promote the welfare of our people, we may and should forbid the exports upon the promise of which the impending robbery is based." Among other journals that call a halt on speculation in foodstuffs are the New York *American*, *Evening Journal*, *Globe*, *Evening Mail*, *Morning Telegraph*, *Sun*, *Tribune*, and *Evening Mail*, the Philadelphia *Public Ledger*, *Inquirer*, and *Evening Telegraph*, the Newark (N. J.) *News* and *Star*, the Baltimore *American*, Washington *Star*, Boston *Transcript*, *Traveler*, and *Christian Science Monitor*, Albany *Journal* and *Knickerbocker Press*, Springfield *Republican*, Buffalo *Express*, Cleveland *Plain Dealer*; Cincinnati *Enquirer*, Columbus *Dispatch*, Nashville *Tennessean*, Chicago *Post*, Indianapolis *News*, Grand Rapids *Press*, New Orleans *States*, and Spokane *Spokesman-Review*. The emphatic protests of all these observers are summed up in the calm and reasoned statement of *The Financial World* (New York and Chicago), that there is "no excuse for war prices," because—

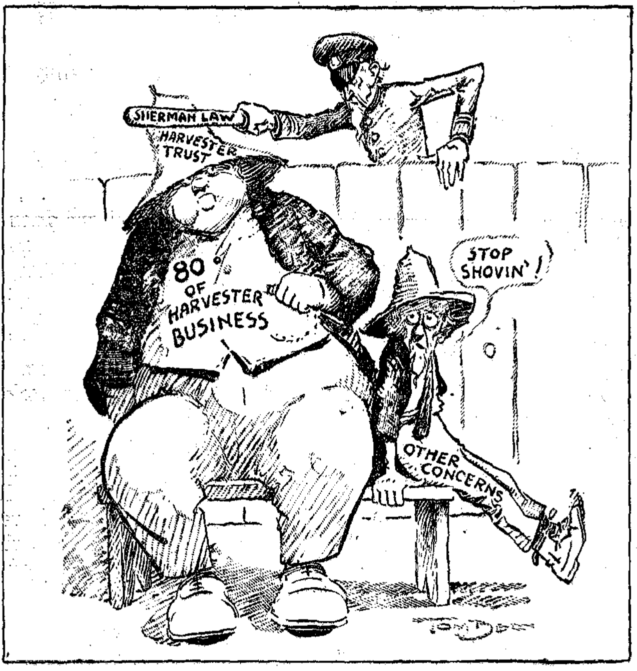
> "We have an enormous exportable surplus of flour, and could meet all of the big demands of England and France, even if they were able to take it freely, and have enough and to spare for our own people; the sugar crop in Cuba is said to be the greatest on record, and yet sugar is up 50 per cent., to 8 cents per pound; there is an actual shortage of meat, but it is not such as to justify the big advances . . . and there isn't the slightest basis for the claims

that all canned goods and many other foodstuffs have gone up because of the increased foreign demand.

"The dislocation of industry will be quite severe on our people at the start of this war, and until they fully adjust themselves to the new and altered situation, they will be in no mood to submit meekly to food extortioners. If no other means are found to curb them, they will institute such economies, as indeed many of them have already done, as will leave many of the speculators with unsold goods on their hands. We think this aspect of the situation will be quickly realized by the speculators. Therefore we do not anticipate more than a brief era of high prices."

THE HARVESTER TRUST'S "GUILT"

THAT a trust may be good but illegal is the most striking point, as some editors see it, brought out by the long-awaited decision of the United States Circuit Court at St. Paul ordering the dissolution of the International Harvester Company. Altho the decision declares this company a combination in restraint of trade and a monopoly within the meaning of the Sherman Law, it adds: "It is but just, tho, to make it plain that in the main the business conduct of the company toward its competitors has been honorable, clean, and fair." "Probably no stranger decision, at least in a big case, has ever been handed down," remarks the Toledo *Blade;* and the Chicago *Evening Post* characterizes it as "the most remarkable decision rendered in the course of all the absurd 'trust-busting' campaign." "In many ways," notes the Chicago *Economist*, "the decision of the court, while apparently unfavorable to the company, is a practical vindication." And Cyrus H. McCormick, president of the convicted company, reminds us that the decision is by a divided court, and declares that "the case will not be ended until the Supreme Court has said the last word." The Kansas City *Journal* and the Colorado Springs *Gazette* express gratification that the present decision is not final, and see a fair probability of reversal. In reviewing this case, remarks the Newark *Star*, the Supreme Court will be confronted for the first time with the following paramount issue:



TAKING MORE THAN HIS SHARE.
—Bee in the Baltimore *Evening Sun.*

"Shall a combination protected by the expiry of the statute of limitations be construed as a continuing offense against the Sherman Law when the facts subsequent to the act of combination fail to reveal undue or unreasonable restraint of trade or the abuse of monopoly power? It is one of the most interesting and vital points ever presented to the court under the antitrust statute."

Other papers, however, such as the Milwaukee *Journal*, the Springfield *Republican*, and the St. Louis *Republic*, see no absurdity in the idea of a "good but illegal" trust. "Good trusts may become bad trusts by the simple process of transfer of the controlling interest," remarks *The Republic*, which goes on to say:

"There are some kinds of power that have no right to exist under democratic forms of government. The question of their use is secondary. The power to restrain trade through monopoly and combination is dangerous wherever it exists, for there is no form of moral insurance that will guarantee society against the peril of the falling of the machinery into unscrupulous hands. The American people have pronounced against the trust species without regard to the history of the individual."

Similarly in *The Republican* we read:

"The policies of managements may change. A bad management may succeed a good management. The same trust may be a stern upholder of all the Sunday-school virtues in one period and a ravaging colossus of trade war in another period. The law, consequently, as interpreted by the courts, condemns a combination for what it is as well as for what it does If a combination has the power to monopolize or to restrain trade, it comes under the ban whether or not it actually does monopolize or restrain trade. The Harvester combination of five companies, controlling 80 to 85 per cent. of the trade, did eliminate competition among them, and thus the combination acquired monopolistic power.

"One is reminded of benevolent despotism by this case. The argument for the benevolent despot is that he uses his absolute power for the good of the people But no self-governing people, in view of the world's experience, will tolerate that kind of a ruler. The Sherman Act is based on the theory that benevolent monopolies in industry are likewise unworthy of public confidence. So the law prohibits them good or bad, and the courts are making an end of them.

"The present law may be too drastic. A good trust, so called, may be capable of achievements, particularly in the foreign trade, that small companies can not match. The Germans have long thought and acted on that idea, in developing their foreign commerce. But if experience finally demonstrates that these advantages can be secured in no other way than through great combinations, strict government regulation will be the inevitable accompaniment of a change in the law whereby greater freedom in combination could be lawfully enjoyed."

The dissolution decision was handed down by Judge Smith, of Iowa, and Judge Hook, of Kansas, while the third member of the court, Judge Sanborn, of Minnesota, registered his dissent in a minority opinion, in which he took the ground that when the suit was brought, and for at least seven years before, the company had not been a combination in restraint of trade, or a monopoly. He argued that it was not overcapitalized, that it had not since its first organization destroyed competition, and that it had at no time oppressed remaining competitors, its main purpose being to develop foreign trade.

Turning to the majority decision, we find the court saying:

"The International by suppressing all competition among the five original companies was in restraint of trade as prohibited in the first section of the Sherman Law, and it tended to monopolize within the meaning of the second section of the same law, and this restraint and this monopoly were the direct and immediate effect of the consolidation, and were not incidental and uncertain in their effect. . . . . . .

"It will, therefore, be ordered that the entire combination and monopoly be dissolved, that the defendants have ninety days in which to report to the court a plan for the dissolution of the entire unlawful business into at least three substantially equal, separate, distinct, and independent corporations with wholly separate owner and stockholders; or in the event this case is appealed and this decree superseded, then within ninety days from the filing of the precedendo or mandate from the Supreme Court the defendants shall file such plan, and in case the defendants fail to file such plan within the time limit, the court will entertain an application for the appointment of a receiver for all the properties of the corporate defendants, and jurisdiction is retained to make such additional decrees as may become necessary to secure the final winding up and dissolution of the combination and monopoly complained of and as to costs."

Copyrighted by Underwood & Underwood, New York.

THE WORLD'S NEW WATERWAY.

Tho there is still work to be done, and tho the formal "opening day" is months distant, the Panama Canal is now ready for the world's interoceanic trade. The *Ancon* made the first regular trip with a complete cargo on August 18, with Colonel Goethals on the bridge. This picture shows the steamer *Cristobal* on a successful experimental journey made several days previously.

THE PANAMA CANAL OPEN

THERE is a "sad irony," it is remarked, "in opening the Panama Canal to the world's trade at a moment when there is no trade to go through it." The purpose of the canal is to strengthen the bonds of peaceful commerce, but to-day commerce stands paralyzed and peace has flown. Many editors comment regretfully upon the fact that the practical completion of this great achievement wins so little attention from a world intent upon the war news from Belgium and Alsace. The Philadelphia *Record*, however, making a virtue of the inevitable, stoutly maintains that "this unostentatious dedicatory act may be considered a more appropriate celebration of a triumph of the arts of peace than if it had been associated with martial pomp and an array of commerce-destroyers and battle-ships." "It was a thoroughly businesslike proceeding," the New York *World* concurs, "in keeping with the way the great interoceanic waterway has been pushed to completion," and it remarks:

> "On schedule time the steamship *Ancon* left Colon, passed through the locks, and within ten hours entered the waters of the Pacific at Panama. Within twenty-four hours a small fleet of ships of commerce had made the passage. For the formal celebration we shall wait until next spring.
>
> "To-day the canal lies open to all the nations of the world upon equal terms. The United States has acted with entire good faith, and in the observance of its treaties discriminated against none and reserved no exclusive rights to itself. Beyond the collection of tolls, which are uniform to ships of all flags, it has assumed none of the privileges of national ownership at the expense of friends and rivals in trade. It has achieved a moral triumph no less impressive than the material victory won by its engineers over nature in the piercing of the Isthmus."

In all editorial comment much stress is laid upon the altruism that the United States has shown in putting through this great project for the benefit of all mankind. "There is not," avers the Baltimore *American*, "a more useful work of human agency upon the face of the globe," and the Chicago *Herald* adds:

> "The people of all nations will feel, directly or indirectly, the beneficial result. Americans should find a solemn pride in the thought that they have added so much to a world from which other nations are taking so much away."

It is universally maintained that the canal must remain neutral, in the present dangerous state of affairs, and yet, the Baltimore *American* reminds us, "the United States stands committed to its defense in order to preserve it as a world avenue and to secure for itself the naval advantages that it would contribute in case of military necessity." The regulations that have been made with the view of preserving neutrality are summarized thus:

> "The war-ships of any of the nations now at war may use the canal under certain conditions, although they are forbidden to blockade it or to exercise within it any right of war or commit within it any act of hostility. Vessels of war of belligerents, by the terms of the treaty, shall not revictual nor take any stores in the canal except so far as may be strictly necessary; and the transit of such vessels shall be effected with the least possible delay and with only such intermission as may result from the necessities of the service. Nor shall any belligerent embark or disembark troops, munitions of war or warlike materials in the canal except in the case of accidental hindrance of the transit.
>
> "It is also provided, that vessels of war of a belligerent shall not remain in the adjacent waters of the canal longer than twenty-four hours at any one time, except in case of distress; while a vessel of war of one belligerent shall not depart within twenty-four hours from the departure of a vessel of war of another belligerent."

CONSTITUTIONALIST RULE IN MEXICO

A LITTLE MORE THAN three years after Francisco Madero was installed in power in Mexico, and about a year and a half after the killing of Madero and the establishment of the Huerta dictatorship, "a Government pledged to carry out the political and social reforms embodied in the Madero program" is once more, as the New York *Evening Post* notes, "functioning in the capital." The brief dispatches telling of the last steps toward a peaceful settlement were almost lost in the mass of rumors from European battle-fields. But they were sufficient to inform the American public that Provisional President Carbajal resigned his office, and that representatives of those left in power signed an agreement naming Gen. Venustiano Carranza Provisional President, providing for the turning over of garrisoned places to the Constitutionalist troops and the disarmament of the Federal forces. Then, on August 15, a Constitutionalist army, under General Obregon, peacefully entered Mexico City, while all the population made holiday. Guaranties for the protection of life and property had been made which satisfied the requirements of the United States. General Obregon said of his triumphal entry into the capital at the head of 15,000 soldiers:

> "It was a glorious home-coming. I think on all sides it was joyously realized that our entry signalized the return of constitutional law and order and sounded the knell of dictatorial usurpation of authority. To-night crowds are thronging the avenues, and there is much cheering and singing. 'Constitu-

tionalist' and 'Federal' are forgotten terms. Soldier and civilian mingle merely as brother Mexicans."

Up to this point, then, declares the New York *Commercial*, the "watchful waiting" policy of President Wilson and Secretary Bryan has been a "shining success." As for opposition newspaper talk of jibes from European diplomats—

> "Europe had a somewhat similar problem in the Balkans, which simmered and finally boiled over in a general war that has shaken the world. We would have had a savage war with Mexico that would have strained our relations with all other Latin-American Republics if the Federal Administration had handled the affair no better than the Great Powers of Europe dealt with the Balkan affair. It is worth noting that the United States Senate is breaking all previous records for speed in dealing with our foreign relations by validating the treaties which Secretary of State Bryan has negotiated with other countries."

Carranza's triumph is now complete, observes the Springfield *Republican* (Ind.), tho he has still to show his strength against possible rebels, "for Mexico is not yet rid of disruptive tendencies and explosive forces." The St. Louis *Globe Democrat* (Rep.), New York *Times* (Ind.), San Francisco *Chronicle* (Rep.), and New Haven *Journal-Courier* (Rep.) are fearful of Villa's jealousy and ambitions. And Mr. Charles M. Pepper, writing from Washington, reminds Boston *Transcript* (Rep.) readers that—

> "Villa to-day is in full control of the States of Chihuahua and Coahuila. He is in possession of the border customs-houses, and administers all the sources of revenue. He is also carrying out, in good faith, the radical land reform to which he committed himself. He is giving his followers a good deal of leeway in the matter of perquisites from concessions and the official plunder, considered entirely legitimate from a Mexican point of view. Foreign enterprises in northern Mexico are looking to him instead of Carranza for protection, and are getting it."

Yet Mr. Pepper does not expect to see civil war break out in Mexico, thinking it "the more likely that Villa's military strength will compel Carranza to make concessions, and that for a time the civil war will be averted, and possibly even that the factions will work harmoniously." The Buffalo *News* (Rep.), perhaps mindful of the fact that General Funston's brigade is to remain in "watchful waiting" at Vera Cruz, is confident that our Government can avert any trouble by simply warning Villa "that the United States recognizes the other man and that it will not stand any misconduct on his part."

So the New York *Evening Post* deems it no "unmitigated optimism" to believe that a new epoch has begun for the troubled Republic:

> "It is true that the habit of revolution may persist, and that unclouded peace is still for the future. But, after all, even in Mexico a revolution, to attain formidable dimensions, must have a cause behind it. Madero stood for one set of principles, and the reaction under Felix Diaz and Huerta stood for another set of principles. That the reaction had spent its force for a long time to come, if not for ever, may be safely assumed. Mexico can not go back to the state policies and economic policies of Porfirio Diaz. Such dangers, therefore, as are anticipated will arise from the personal jealousies and aspirations of those who have carried the revolution to success. But here also we have grounds for believing that the dissensions between Carranza and Villa have been magnified by their opponents. Or, if strife should break out, there is still the all-important fact that, whereas formerly Mexico's internal troubles were fed in part from across the Rio Grande or regarded with contemptuous indifference there, the elements now in control in Mexico City have behind them the express friendship of the United States. Carranza has with him the good wishes of the American people and the Administration in Washington, a factor almost of primary importance in guaranteeing the permanence of the new régime."

THE WAR IN BRIEF

THE censor's pen is mightier than the sword.—*New York Evening Sun.*

IT looks more and more as if the war were going to be pulled off in executive session.—*Indianapolis News.*

ADD "horrors of war": The possibility of Chicago wresting the sartorial leadership from Paris.—*Boston Transcript.*

THE race-horses Mr. Widener gave to the poor of Paris are entered for the Chantilly steaks.—*Philadelphia North American.*

THE European method of attracting American tourists is to create some more battle-fields for them to visit.—*St. Louis Meddler.*

IF the American war correspondents who have rushed to Europe wish to keep right up with the news, they should have their home papers sent to them regularly.—*Boston Transcript.*

A MORATORIUM, we take it, means that a country needn't settle up until it settles down.—*Columbia State.*

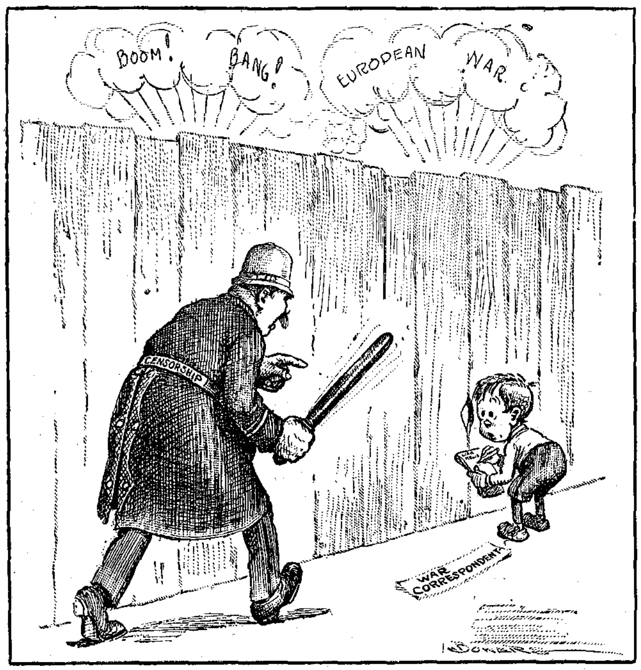
MANY Europeans who ridiculed Wilson's handling of the Mexican problem are beginning to wish they lived in Mexico.—*Richmond Times-Dispatch.*

LOTS of New Yorkers will never get over their astonishment at the country's moving along smoothly with the Stock Exchange closed.—*Rockford (Ill.) Republic.*

IT will take centuries to recover from this blow to civilization, but doubtless our prominent optimists are reflecting in their cheery way that there will be plenty of centuries.—*Ohio State Journal.*

HOW implicitly Belgium trusted that guaranty of neutrality is shown by the fact that she always maintained a supply of impregnable fortresses on her frontiers.—*New York American.*

"BELGIUM'S Queen Visits Wounded." "Grand Duke's Marble Palace in St. Petersburg to Become Hospital." "But, oh, it's 'Mr. Atkins' when the band begins to play."—*New York World.*



"BEAT IT!"
—Bowers in the Newark *Evening Star.*

AND so now it is the War Cost of Living.—*New York Evening Sun.*

IF no news is good news the European press censors are certainly apostles of optimism.—*New York American.*

PROBABLY by this time the "movie" actors are fighting European battles in New Jersey.—*Waterville Sentinel.*

ANYHOW, America is protected for the time being from the pauper-made goods of Europe.—*Philadelphia North American.*

AMERICAN tourists who went to Europe to look at historic ruins now have a splendid opportunity to see how they were made.—*New York Evening Sun.*

ABOUT all that Europe can be expected to do for the San Francisco exposition next year is to send over a display of survivors.—*Grand Rapids Press.*

THE war has not availed to stop our export trade in international athletic trophies. The polo cup having previously gone back to England, the tennis cup goes to Australia.—*Springfield Republican.*

FOREIGN reservists in this country have not yet seen fit to take the advice of *The Daily News* and "pair," so we suggest that a reservist be exchanged for each American refugee until the latter are all back home.—*Chicago News.*

"UNEASY lies the head that wears a crown," says the old adage; but judging from the many conflicting reports coming from the warring monarchs, it appears that they lie rather easily.—*Nashville Southern Lumberman.*

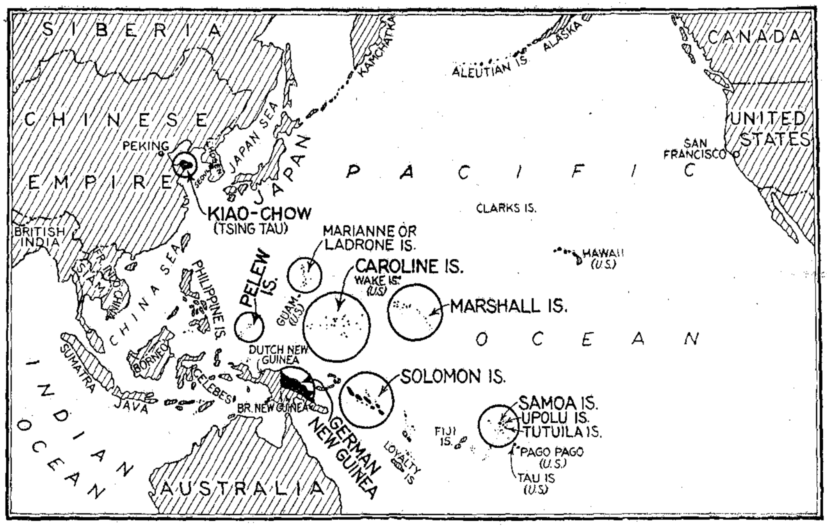
"GOD of our fatherland"—Nicholas. "God of our dear fatherland."—Wilhelm. "God of all French."—Poincaré. "God our defense and bulwark."—Franz Josef. "God of our race."—George. "God our right arm."—Albert. And from the cockpit of Europe comes the fighting slogan of Servia, "We can take care of ourselves." Servia at least is not blasphemous.—*Philadelphia North American.*

FOREIGN COMMENT

JAPAN AS ENGLAND'S HOPE IN THE PACIFIC

JAPAN, as we learn from the dispatches, has virtually joined in the war against Germany by demanding the restoration of the Chinese territory of Kiaochow annexed by the Kaiser. A demand has also been made by Tokyo that "Germany withdraw immediately from Japanese and Chinese waters all German war-ships." The Japanese Government have sent to Berlin an ultimatum, in which Germany's Pacific possessions are threatened with attack unless these demands be acceded to.

Germany's Pacific Ocean possessions have an area of 96,000 square miles, with a white population of 1,984 and 634,000 natives. Most important is Kiaochow, the surrender of which Japan has demanded. This is a district of two hundred square miles on the east coast of the province of Shantung, China. Its population is 170,000. The principal port is Tsing-Tau, which the Germans have strongly fortified and provided with a garrison of 3,125, composed of German marines and Chinese soldiers. Second in importance, from a military standpoint, are the islands of Savaii and Upolu, of the Samoan group. Possession of these islands would give Japan a most important naval base. Other German colonies in the Pacific are the Caroline group, the Pelew, the Marianne, the Solomon, and the Marshall islands. All of these are of commercial value and would be rich prizes in the hands of Japan, which seeks outlet for her surplus population. German Togoland, on the west coast of Africa, of an area of 33,700 square miles, has already been seized by the British. Japan has long desired to live in touch with the Western nations and has now given proof of her willingness to share their burdens. The Japanese press repeat over and over again their belief that England and her colonies and possessions in the Pacific need the help of Japan. Can not the Japanese assimilate with, as well as give practical assistance to, the Western peoples? A writer in the *Koris Tokyo Sekai* speaks with great wisdom and moderation on this subject, and this utterance is most important, considering the non-assimilative sentiment of some of our contemporaries. We translate this Oriental's article as follows:



WHERE JAPAN ENTERS THE WAR GAME.

The circles on this map surround Germany's Pacific possessions.

> "We hear of assimilative people, that is to say, those who have the talent or the faculty of appreciating or affiliating themselves with the work of other peoples. Can the Japanese do this? While they have the reputation, the question is, Do they live up to it? Of course, this reputation springs up from the facility with which our country may adopt other civilizations and adopt the notions of foreign countries. They have, of course, shown in the matter of Korea and China, and while the Japanese have customs and character it would be absurd to say that they have not borrowed a great deal from other races with whom they have come in contact. No one will dispute the fact that since their war with Russia, the Japanese have fashioned their life very largely on an occidental pattern. They have been somewhat vain of this new departure, but it would be absurd to say that they have thus established a perfect assimilation with the Russians or other Europeans, of which they so constantly boast."

This very acute oriental journalist concludes by observing that pride of this sort should not blind his countrymen to the fact that they are still dependent on foreign loans, and should not indulge in "narrow chauvinism." "While nations are interested in interchanging what is really and peculiarly their own, they should never forget the debt they owe to those nations who have, as it were, lent to them the gifts of their national character."

As the United States, at least in California, has turned a cold shoulder to Nippon, all eyes are turned toward England's Pacific colonies, which in the present war Japan has already shown a willingness to protect, and in the *Mainichi Deupo* (Tokyo) we read:

> "We are convinced that it is a matter of the utmost importance that Britons beyond the seas should make a better attempt at fraternizing with Japan, as better relations between the English-speaking races and Japan will have a vital bearing on the destiny of the Empire. There is no reason why the British colonies fronting on the Pacific should not actively participate in the Anglo-Japanese Alliance. Britain needs population for her surplus land and Japan needs land for her surplus population. This fact alone should draw the two races closer together. Moreover, the British people have ample capital but deficiency of labor, while it is the reverse with Japan. Great Britain already has close relations with the races of Asia, and as Japan is among the foremost of those races, Britain's surest way of peaceful advance would be by the aid of Japan. It is to Japan that the West must look for a complete harmonization of oriental and occidental ideals. Britain's world-wide territory requires a world-wide police, which is impossible for Britain without the aid and sympathy of Japan. In case of a rebellion in India or South Africa, Great Britain would be greatly handicapped should a second enemy descend through Persia, unless Japan were on hand to check such ambition. The harmonious cooperation of Britain and her colonies with Japan insures safety to British and Japanese interests alike. Without such cooperation, Japan and Great Britain are both unsafe."

A writer in *The Japan Magazine* (Tokyo) thinks that Japanese and Australians are quite capable of arriving at some understanding that will give the British colonists in Japan equal privileges with Japanese in the English colonies. Thus we read:

> "There is nothing that would do so much to bind East and West firmly together as the opening of the British colonies to Japanese immigration. Then, indeed, Britain would be a lion endowed with wings. Large numbers of Japanese in the British colonies would mean that Britain would have the assistance of Japan in the protection of her colonies. But if an anti-Japanese agitation is permitted, both countries will be making the worst instead of the best of the Anglo-Japanese Alliance.

Thus it would be allowed to make Japan an enemy instead of a friend. The policy suggested would also tend to make the colonies permanent parts of the British Empire, whereas now they may some time be tempted to independence. If such a situation can arise in a small place like Ulster, it is just as likely to arise in any of Britain's outlying possessions. It seems to the *Mainichi* that the British people both at home and in the colonies are not yet alive to the importance of the policy suggested, and it is, therefore, pointed out and emphasized before it is too late."—*Translation made for* The Literary Digest.

Copyrighted by Elliott & Fry.

COMMANDING THE BRITISH ARMS IN BELGIUM.

Field-Marshal Sir John French, Inspector-General of the British Forces.

WHY ENGLAND GOES TO WAR

THE REMARK made by little Wilhelmine to her grandfather, Caspar, while contemplating the skull picked up on the field of Blenheim,

> "Now tell us all about the war,
> And what they killed each other for,"

is still being repeated. In view of the terrible struggle now going on in Belgium, close to the battle-field of Waterloo, people are asking each other what it all means and why England should start from her island home to add to the European conflagration? A writer in the London *Times* has given us several reasons why England was forced into the struggle. England has been in danger for a long time from her isolation, and it is only when she has strengthened herself by the union with France and Japan that she has had the opportunity of vindicating her place as a Great Power among the countries of Europe. The London *Times* states the condition of things as follows:

"The first principle of all British foreign policy is recognition of the fact that England, tho an island, forms part of Europe. Forgetfulness of this simple fact has in the past had disastrous consequences. Without reverting to the war of 1870, when England, by abandoning France to her fate, allowed her to be dismembered, and has ever since paid the cost in the growing burden of international armaments, it is necessary only to remember the position held by Great Britain at the end of the South African War. The policy of the late Lord Salisbury had been one of 'splendid isolation.' When disaster overtook us in South Africa we were without a friend on the Continent, and were only saved from attack by a European coalition because the Emperor of Russia declined to sanction such a policy, and because the question of Alsace-Lorraine formed an insuperable obstacle to military and naval cooperation against us by Germany and France.

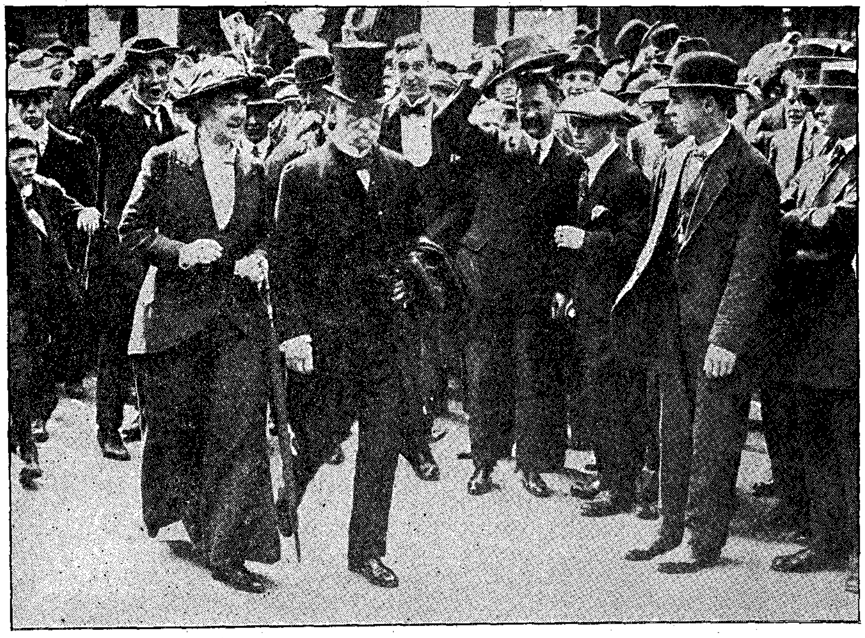
"The policy of 'splendid isolation' became a military and political impossibility, unless we were prepared so to strengthen our Army and our Navy as to be able to defy any attack or combination of attacks by land and sea. King Edward recognized this fact, and with the advice of his Ministers sought to diminish the number of our potential enemies on the Continent. Contrary to many interested or mistaken assertions, neither he nor Lord Lansdowne ever conceived the policy of making friends in Europe as a policy of aggression."

It seems that the isolated condition of England was considered by English statesmen as exposing her to the danger of being molested. England, therefore, instituted the Anglo-French Entente after forming an alliance with the most important Asiatic Power, which was Japan. To quote further from the article which we have cited:

"The first step in this policy had little reference to Europe. It consisted in the Anglo-Japanese Alliance of 1902. But it was the Anglo-Japanese Alliance that led directly to the Anglo-French Entente of 1904. During 1903, England strove, as she is striving now, to prevent war, by urging Russia to come to terms with Japan. France also sought to restrain her ally, lest entanglement in the Far East should render Russia incapable of supporting France in Europe. Russian support was indispensable to France, who had constantly been exposed to diplomatic and military pressure by Germany, and had, in 1875, only been saved from German attack through the intervention of the

Photographs copyrighted by Underwood & Underwood.

SEEING HER FATHER OFF FOR THE FRONT.



CROWDS AT THE WAR OFFICE CHEERING LORD ROBERTS AND HIS DAUGHTER.

WAR-TIME GLIMPSES IN LONDON.

Photograph by Russell.

ADMIRAL SIR JOHN JELLICOE,

Who is in supreme command of the British Home Fleets.

Emperor of Russia, and especially of Queen Victoria. Queen Victoria then saw that the undisputed predominance of Germany in Europe, and the permanent disablement of France, would create for England a situation as dangerous as that which grew up when Napoleon established his supremacy on the Continent."

To prevent a new Germanic Napoleonism rising up in Berlin, Russia and France were forced into a defensive coalition. The English and French Ministers failed to prevent the war between Russia and Japan, and this result placed France and England in a dilemma. As *The Times* remarks:

"Anglo-French efforts failed to prevent the Russo-Japanese War in 1904. Germany, who was anxious to remove the pressure of the Russian Army from her eastern frontier, counteracted them. When the war broke out, France and England were obliged quickly to decide whether they would join in the war and fight each other, or would agree to remain neutral and to counterbalance German supremacy. They chose the latter course in February, 1904. A few weeks later the agreement with France, known as the Entente Cordiale, turned this negative agreement into a positive pact.

"Russia is now defending a vital interest. France, who is bound to Russia by alliance, and still more by the necessities of her European situation and political independence, is compelled to support Russia. England is bound by moral obligations to side with France and Russia, lest the balance of forces on the Continent be upset to her disadvantage and she be left alone to face a predominant Germany."

Belgium is one of the most important points in Europe. It lies in the very vital spot of the European Empires. If Belgium is conceded to Germany or to France, the equilibrium of the European Powers is immediately destroyed. As we read:

"A vital British interest is therefore at stake. This interest takes two forms—the general interest of European equilibrium, which has been explained, and the more direct interest of preserving the independence of Holland, and particularly Belgium. The Franco-German frontier along the Vosges has been so formidably fortified on both sides that a German or a French advance across it seems improbable. The point of contact between the German and French armies would naturally lie in or near Belgium. But a German advance through Belgium into the north of France might enable Germany to acquire possession of Antwerp, Flushing, and even of Dunkirk and Calais, which might then become German naval bases against England. This is a contingency which no Englishman can look upon with indifference."

English statesmanship seems so far to have been recognizing that contingency, and it will be asked why the British Government did not wait until a direct attack was made either upon the ships or shores of her Empire? Our writer answers as follows:

"Because in these days of swift decisions and swifter action, it would be too late for England to act with any chance of success after France had been defeated in the North. This is why the shots fired by the Austro-Hungarian guns at Belgrade reverberate across the English Channel. The safety of the narrow seas is a vital, the most vital, British national and Imperial interest. It is an axiom of British self-preservation. France does not threaten our security. A German victory over France would threaten it immediately. Even should the German Navy remain inactive, the occupation of Belgium and northern France by German troops would strike a crushing blow at British security. We should then be obliged, alone and without allies, to bear the burden of keeping up a fleet superior to that of Germany and of an army proportionately strong. This burden would be ruinous.

Great Britain does not keep up a powerful fleet and a capable standing army merely for the sake of following mere tradition. Sheer necessity has compelled the maintenance of armed men to meet just such an emergency as now presents itself. Thus:

"The instinct of self-preservation, which is the strongest factor in national life, therefore compels us—if the efforts of our Government to keep the peace should fail—to be ready to strike with all our force for our own safety and for that of our friends."

Photographs copyrighted by Underwood & Underwood.

PARADING THE FRENCH AND SERVIAN FLAGS.

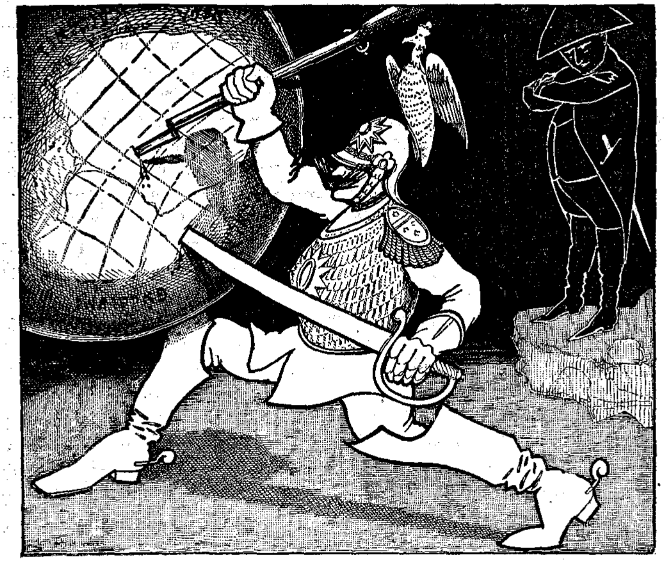
SOLDIERS BIVOUACKED IN THE STREETS.

WAR SCENES IN PARIS.

AMERICAN IDEALS TO TRIUMPH THROUGH THE WAR

THE BLOODSHED of the present war is to have one result, says George Shubel, who claims to represent a phase of German-American opinion, in his contribution to *The Ridgewood Times* (Brooklyn). It will prove the absurdity of autocracies and military dynasties, while it establishes before the world the sublime superiority of American ideals. It was only recently that so brilliant and experienced a public man as Chauncey M. Depew remarked of the present conflict: "This war will mean the greatest impulse for Socialism that history records. It will mean an end of all kings with real powers and an end to all bullying bureaucracies."

It is not to be supposed that the speaker intended to advocate or predict the domination of such theories as Bebel and Marx advocated. He simply meant that government in Germany would necessarily become of the people, for the people, and by the people. Germany is to obtain this heritage, says Mr. Shubel, through a baptism of blood. To quote his words:



NAPOLEON'S DOUBLE.

"The world's mine oyster, which I with sword will open."

—*Vorwärts* (New York).

"The best thinking Germans here in America deplore this war. The best thinking Americans of German extraction, imbued with American ideals, think it is a crime!

"We, here in America, are able to reflect upon the immediate and remote losses to the great German people as a whole; losses irremediable, that can never be compensated for, even in case of victory and aggrandizement of territory, for Teuton heart-blood is flowing, and that is more precious, more valuable to the civilization of the world than all the moneys and territory and spoils of war that can possibly be gained as the result of bloodshed!

"Sir Roger Casement, ex-member of the British Diplomatic Service, has said: 'To me the German people stand for the efficiency, the culture, and the manhood of the white race of continental Europe.'

"The world acknowledges what Sir Roger admits. The splendid qualities of our race, its alert energy, its indomitable industry, its capacity for concentration, its patience and determination in study and preparation, above all, its admirable and unequaled mental and moral discipline, have evoked the admiration of the entire world, and, transplanted on soil here more friendly toward self-expression, what wonderful fruits in way of personal prosperity and happiness has it not yielded?

"We say now that the heart-blood that produces this is flowing! Five million lives, among them the flower of the race, are now pushed forward for what purpose? Lives will be wiped out, each containing a thinking human brain, so valuable to the creative and productive progress of the nation and the world, and there is suddenly caused a halt upon the advance of what is admitted to be a vigorous, intelligent, rich, and varied phase of civilization—all to what purpose?

"Our sympathies are with the great common mass of people across the sea of whose blood we are. Our sympathies are with the great common people of all races and all the world. It is they who must fight these wars; it is they who must bear its bitter burdens; and for whom?

"All during the time that this terrible war will be in progress, destroying so much that German life has stood for, we, here in America, in most sober-minded and rational manner, will be able to reflect upon these two questions: To what purpose is this war, and for whom is it being fought?

"Never mind as to who the real aggressors have been in this war. We will not debate that question with you. We will not debate it with ourselves. But just let us reflect continuously upon the two questions: To what purpose is this war, and for whom is it being fought?

"But this one thing we can hopefully prophesy as a result of the war. We prophesy it because, tho German blood is in our veins, we, here in America, believe in the final world-triumph of American ideals and institutions. We say that when those of our loving kind and blood across the sea come to that hour when they will have time to reflect, as we already do now; when the war is ended, when the various governmental systems through whom this bloody conflict has been precipitated, will meet to divide the spoils and settle their accounts, some wonderful changes in government may come about, and the end of dynasties, of the Romanoffs, the Hapsburgs, and the Hohenzollerns may come to an end.

"Let us hope that our German race, which is as intelligent as any in the world, and which knows what liberty is, despite the fact of a governmental system exerted in the direction of repression and vested authority, will be the first to move in the direction of taking the business of governing themselves into their own hands instead of blindly following 'palace policies.'

"Then, and with such changes in government only, can the permanent peace of Europe be secured, and the great common people of the world be freed from the burdens of wars that are not and have never been of their own making."

EUROPE'S MUCH-CONQUERED EMPIRE—The Emperor Francis Joseph of Austria was born on August 18, 1830, and the *Tribuna* (Rome) celebrates this anniversary by recapitulating the perpetual defeats which Austrian armies have suffered in war. This record is looked upon by such papers as the *Tribuna* as rather an ill omen for Kaiser Wilhelm and his forces. The following is given by Italy's government organ as a list of the unfortunate battles in which the flag of Austria went down:

1618–1648 (The Thirty Years' War).—Austria was defeated by Gustavus Adolphus at Leipzig in 1631; at Lützen in 1632. Pomerania was occupied by the enemy and the Austrians finally beaten by the French and forced to sue for peace.

1683.—In this year the Austrians were defeated by the Turks, and the Emperor Leopold fled from Vienna and sought the assistance of John Sobieski of Poland, and the allies then put to flight the Turks who had gathered round the walls of Vienna.

1707–1710.—This was the war of the Spanish succession. Prince Eugene of Savoy defeated the French in Italy; and joining his forces with those of Marlborough, he routed the French at Oudenare in 1708, and at Malplaquet in 1709.

1717.—Prince Eugene beat the Turkish subjects of Austria for a second time at Belgrade.

1714.—Frederick the Great dispossest Austria of Silesia, and after a severe engagement at Mallwitz, put the Austrian Army to flight.

1755.—In the Seven Years' War, Frederick the Great discomfited the Austrians at the battle of Prague.

1757.—The Austrians endured a terrible defeat at Lützen.

1760.—At Torgau and at Liequitz, the Austrians suffered a terrible defeat, as they did in 1762 at Freiburg. Napoleon, in this latter end of the eighteenth century, appeared upon the scene and drove the Austrians from Italy, after his triumphant victories at Lodi, Arcole, and Rivoli, and four years later defeated the Austrian forces at Marengo and Montebello. Napoleon's triumph over the Austrians reached its summit at Austerlitz, when Vienna fell before his advancing forces, and was occupied by the French. For a second time Vienna was captured, in 1809, after the Austrians had been conquered at Eckmühl, Asperin, and Essling. Fifty years afterward came the battles of Magenta and Solferino, which drove the Austrians from Italy. Finally the Seven Weeks' War, in which the Austrians were cut to pieces by the Prussians commanded by Moltke and Prince Frederick, at Sadowa.

SCIENCE AND INVENTION

AERIAL ARTILLERY

WITH the apparently successful elimination of the war correspondent in the present European contest, it is not likely that we shall be able to read a personal account of a real bomb-dropping trip by an aerial passenger. This being the case, great interest attaches to the following account by Jacques Mortane, of a trip with Lieutenant Varcin, of the French Army, in a demonstration of bomb-throwing from an aeroplane, just before the outbreak of the war. This comes as near to reality as anything we are likely to meet with. Mr. Mortane, who is a contributing editor of *Flying*, prints his account in that journal (New York, August). He says:

"We left with three bombs on the biplane *Maurice Farman*, used in the Michelin bomb-dropping contest. The hood was of canvas, open in front in a way to enable the aviator to see in front of him; another opening under his feet made it possible to see below—both openings together giving full view of the field. The shells were placed one by one in a holder situated at the right of the pilot, made of steel, opening by a contrivance operated by a string attached to the right of the aviator. When the aviator moves his leg and pulls the string, the thing opens, the shell falls, the two parts close again automatically, and another shell replaces the first one.

"The aiming is done through a very simple ingenious device. Across the opening at the aviator's feet, parallel with the ground, and in the direction of the course of the aeroplane, there is a string divided into several equal parts by means of small leads of different colors, to facilitate distinguishing them. Stretched out behind the aviator and tied to the sides of the fuselage is a string which the aviator pulls before him, to rest his forehead against, to prevent the vibrations of the machine from shaking his head. Lieutenant Varcin, thus equipped, aims, aims again, and jerks the string with his leg—and succeeds! His system, easy as play, exact as the deadliest weapon, is fixt in a few minutes, and at the maximum cost of two to three cents. Does not this description make some of my readers believe that I am joking? Nevertheless, nothing is more exact, nothing is less exaggerated. This is the way Lieutenant Varcin won the Michelin prize—and dropt three bombs during our flight, as I shall relate.

"As darkness was approaching and the circle of the target was no longer very visible, Lieutenant Varcin said he would drop the bombs in the pond known as 'Trou Sale,' using a tiny island about one meter wide as target.

"'I will hit it out the third shot,' he said.

"We started out, ascending in wide circles. In passing above the Fort of Satory, Lieutenant Varcin pointed to the exposed fortification and remarked how easy it would be to destroy this fortified place in case of war by dropping a few large bombs. Knowing that all fortifications are thus exposed, that no way has yet been found to defend a place against aircraft, except with aircraft, there passed through my mind visions of bloody devastation due to aircraft, and while shuddering at the horror, I had a feeling of deep admiration and wonder, as I had never had before, for the little craft which was carrying us. All heads of armies and the authorities to whom is entrusted the maintenance of the prestige and honor of the country should take just such a trip as I took; they should look down upon the massive, expensive fortifications, all exposed and vulnerable, all defenseless.

"At 750 feet we turned to get above our watery target. 'Look!' cried Lieutenant Varcin to me. This precaution was unnecessary, as I did not miss one move of my skilled conductor. He had performed greater feats than that. Bang! Off went the shell, sinking into the water, not a meter from the green strip, and that was the worst of the series. We reascended to 1,350 feet; then fired again. This projectile made a greater splash in the water, and almost touched the strip of grass. Again we ascended, this time passing 1,650 feet. Evening was with us and we saw with difficulty, but enough to permit Lieutenant Varcin to place, with admirable precision, his third shell, in the middle of the green strip.

"The experiment was over, and Lieutenant Varcin turned toward the aerodrome. As we flew along in the dusk I thought of the experience and was convinced that I had witnessed the beginning of still another revolution in military art to be worked by the potential aeroplane; and I venture to say that aerial artillery in the next war will be more exact, more far-reaching, and more efficient than regular artillery."

Some say that in a fighting aeroplane there should be at least two aviators in order to obtain precision. The pilot can not act also as artillerist, they say. A convincing reply to the contrary is given in the experience of Lieutenant Varcin, according to Mr. Mortane. He also believes that accuracy of aim is favored by height, contrary to many authorities. We read:

"We can establish as a theorem that, within a certain height, the higher the aeroplane is the less the projectile's course is affected by the atmosphere. The ground, the woods, the trees, and streams of water, create eddies and atmospherical conditions which change incessantly. . . . Shooting from 750 feet may, therefore, seem easier for aiming, but whereas the artillerist is not sure of the deviation, he can not count on his shell, and his skill can not make up for the atmospheric variations with which he would be unable to contend, even if he foresaw them. Shooting at 3,000 feet is easier, surer, and comes nearer the height which prudence would dictate to the aviator in war-time."

THE USELESSNESS OF OPENING WINDOWS

THE SIMPLEST and most effective way to ventilate a room, in the opinion of most of us, is to open windows. But now comes Dr. James Frederick Rogers, of New Haven, Connecticut, and tells us calmly that open windows do not ventilate. A stream of fresh air, to be sure, may flow in through such an aperture, but it mixes little with the stale air of the room, and may flow out again almost as pure as when it entered, leaving most of the cubic contents of the room in as bad a condition as before. This is so true that one may breathe bad air even out of doors, provided he is in a somewhat sheltered position. The products of respiration remain in his vicinity unless removed by a breeze. Apparently, one must live in a wind if he wants his air perfectly pure. Writes Dr. Rogers in *The Medical Times* (New York, August):

"Our ancestors of a century ago were little troubled by the nightmare of fresh air. They closed their windows, drew the curtains of their couches closely, and dropt off to sleep, untroubled by dreams of being smothered by carbon dioxid, or of waking up dead from the effect of poisonous organic matters in the breath, from superheating, or from overhumidity. If these happy beings were wrong in their ideas, it must be said that they were at least consistent in their conduct. They practised as they preached.

"On the contrary, we of this very scientific generation are forever talking ventilation, tho we do not usually ventilate. We are spending mints of money in trying to discover the cause of the ill effects of bad air, and we worry over these problems in rooms where the standard for pure air, as set down by those in conference, is utterly disregarded. We have even, of late, become so disheartened over the problem that we have attempted to abandon the matter altogether by taking the sides or windows out of our rooms, leaving them open to the winds of heaven. In doing so, the problem seems to disappear, for ventilation apparently pertains altogether to life within four walls.

"The fact that, altho it seems to do away with ventilation, we do not all take the walls out of our houses or carry on our daily work in the open air, speaks for our inherent good sense that it is better to make the most of impure air than to waste our energies in fighting cold and running the risk of the many infections to which cold renders us liable. Tho bad ventilation is often due to false economy, yet we instinctively recognize

> that it is more economical to sit in warm, if ill-ventilated, rooms than in those thrown open to the blasts of winter.
>
> "Open-air schools are undoubtedly a good thing for certain classes of children, but we have not as yet, so far as the writer knows, had any comparison with the effects upon children of a well-ventilated school-room conducted in the same way. The name 'open-air school' is misleading, for the difference between this and an ordinary school is not by any means simply one of the character of the air; the giving of extra meals, the periods of rest and sleep, the superior opportunity for bodily exercise, the abundance of light, are not found in the ordinary school, and have as much, if not more, effect than the purity and temperature of the air; last, but not least, there is a different psychical atmosphere produced by the new and novel surroundings, by teachers chosen for the purpose, each striving enthusiastically to make the most of the new arrangement; finally, the pupils are of a class not likely to badger the teacher, and so bring about reflexly a general lowering of the mental atmosphere of the school. Under such conditions both physical and mental progress ought to be accelerated."

The curious fact, which Dr. Rogers names "the inadequacy of open doors or open windows in changing the air of a room," was discovered by him in the course of recent tests of air in public buildings, described in the course of the present paper. He found the air "usually bad, and often very bad." In one school-room, where the subject of ventilation was being discust and the pupils were taught that the limit for carbon dioxid was seven parts per ten thousand, Dr. Rogers's tests actually found twelve parts. Opening windows improved matters little, except directly in the path of the draft. The content of dioxid might be as low as seven in the breeze, while at one side it kept steadily at twelve to fourteen. Here is an instance:

> "In a room at 3:45 three large windows were raised the full height of the sash; there was a strong breeze blowing toward that side of the building, and it swept through the room so as to be felt distinctly in the hall, and with a force sufficient to carry some small papers from the teacher's desk. The windows were closed after a ten-minute gymnastic lesson, and at this time a test taken in a corner, out of the line of draft, showed the air in that vicinity still contained at least nine parts of carbon dioxid. I do not know what it contained previous to this open-window period, but the principal told me that this teacher was always in poor health and kept the room closed. The striking thing about this instance is the lack of real ventilation produced in ten minutes by wide-open windows and a strong breeze.
>
> "The St. John's River, Florida, is dark in color, but the Blue River empties into it, and can easily be distinguished from the general stream for miles by its color. Gases act in much the same way, tho of course they diffuse more rapidly, and the stream of pure air in this case flowed through the room without immediately affecting the surrounding stagnant air."

This is only one of many illustrations given by Dr. Rogers. To quote again:

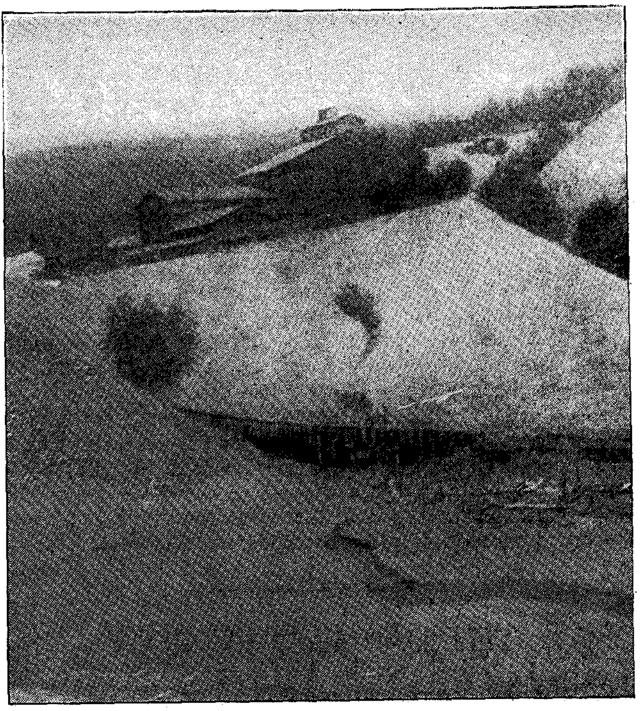
> "Without giving details of further tests, suffice it to say that the results were similar; and always there was found a lack of what is considered by all hygienists good ventilation, even tho the conditions were such as we usually think quite sufficient to renew the air rapidly.
>
> "The recently published experiments of Thomas Crowder are of interest in connection with these tests. He has shown that with good ventilation we rebreathe anywhere from 1 to 10 per cent. of the air we have just expired.
>
> "In a bedroom of ordinary size, containing 1,200 cubic feet of pure air, the air rebreathed, no matter what the temperature, contained an average of 14 parts of carbon dioxid. With a person lying in bed with the side of the face resting on the pillow, the air taken in showed an average of 23 parts carbon dioxid, or 4 per cent. of the expired air. He attributes the increase in this position to the tendency of gases to cling to surfaces, a fact which helps to explain some of the findings in my own tests. The introduction of air into the room at the rate of 28,000 cubic feet per hour lowered the amount of carbon dioxid rebreathed comparatively little, and with quite a perceptible breeze from an electric fan blowing upon the head, there continued to be from 11 to 15 parts of carbon dioxid taken in, with the person in bed.
>
> "In order to do away with rebreathing, the enormous amount of 300,000 cubic feet of air per hour had to be introduced, or 100 times as much as is sufficient to keep the air, in general, pure.
>
> "Out of doors, when the person was at all sheltered, the proportion of expired air rebreathed was nearly as high as before. To quote Crowder's words: 'One does not necessarily breathe pure air because he is out of doors; he is not at all likely to do so under the ordinary conditions of sleeping-tents, tent-houses, or half-open porches, such as are used for therapeutic or hygienic purposes.'"

Dr. Rogers cites with approval the system employed in the Y. M. C. A. training-school at Springfield, Massachusetts, where recent tests seem to demonstrate the efficacy of using the same air over and over again, withdrawing it to be cleansed by washing. The effect of Dr. Rogers's paper is to confirm the doubts felt by most persons regarding our present knowledge of the real principles, aims, and results of what is usually called "ventilation."

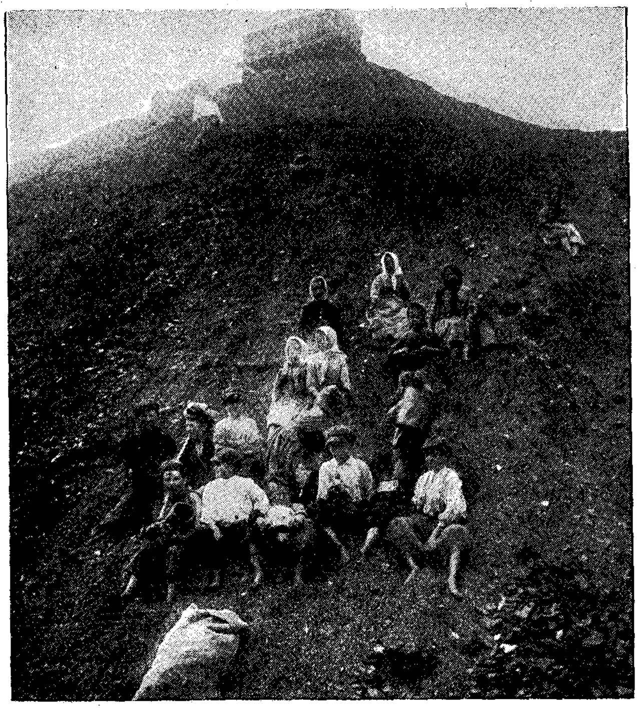
EARLY OR LATE MARRIAGES?

THE QUESTION of whether it is better for the race that its members should marry early or late in life reduces itself chiefly, if we exclude morals, to a problem of quick or slow breeding. The later the average age of marriage, the fewer generations to the century, and the greater the injury —or benefit—to the race, according to the way one looks at it. Prof. Roswell H. Johnson has recently shown in *The Journal of Heredity* (Washington) that the tendency is for the more intellectual classes to marry later, and hence to multiply more slowly, than their so-called inferiors. He believes that this will result ultimately in the deterioration of the race. On the other hand, Caspar L. Redfield, of Chicago, is circulating a reprint of a recent article by him in the same journal, in which he asserts that slow breeding, while it may lessen the quantity of the product, improves its quality, and he offers a cash prize for evidence to the contrary. These opposing views are well summarized in an editorial in *The Oregonian* (Portland, Ore., July 24), as follows:

> "Professor Johnson says that the inferior classes produce four generations to a century, while their betters produce but three. A little ciphering will prove to anybody that if the two grades of people begin a century with equal numbers, the inferior stock will compose two-thirds of the population at the end of the first century.
>
> "This means that, under present conditions, the lowest grade of human beings is gradually, but effectually, taking possession of the world and crowding out their superiors. No intelligent person can gaze with equanimity on such a prospect. None of us really want the world to become the abode of blockheads and simian types exclusively. We all prefer to imagine the future supplied with at least as many wise men as we have now. A few more in proportion would do no harm.
>
> "The obvious remedy for the uninviting aspect of our racial future is, as Professor Johnson believes, earlier marriages on the part of the better classes. Their children would thus become more numerous. He also assumes that they would be, upon the average, of a higher type than those of the poor and ignorant. It is just at this point that Professor Johnson, with all his weight of learning, slips up. At least C. L. Redfield, of Chicago, believes that he slips up. So confident is his belief that he is willing to back it with 200 good solid dollars. Mr. Redfield offers $100 for the names of any three great men who have been brought into the world at the rate of four generations to the century. He inclines to think that men of high intellectual ability have been bred at the more moderate rate of three generations to the century, or even more slowly still.
>
> "If this is so, then late marriages on the part of the more fortunate classes are not to be deplored. On the contrary, they should be encouraged, because they are a distinct advantage to the race. If Mr. Redfield is right in his views, earlier marriages on their part would not increase the relative number of desirable children. It would merely add to the roll of simpletons.
>
> "To clinch the matter, Mr. Redfield offers another $100 for a single instance of a man of the highest eminence who has been produced on the basis of three generations to a century. This



Copyrighted by Underwood & Underwood, New York.



Copyrighted by Underwood & Underwood, New York.

DISAPPEARING MONUMENTS TO WASTE.

The disappearance of the great culm-heaps which have long been a feature of the landscape in the Pennsylvania anthracite region bears witness to the increased efficiency of modern mining. These huge accumulations of coal-dust, formerly regarded as waste, are now utilized. The picture on the reader's left shows a typical Pennsylvania coal-breaker under the old régime, surrounded by its hills of culm. On the right is a nearer view of a culm-heap at Throop, Pennsylvania, with a group of poor children picking over its surface for coal large enough to burn.

offer applies to men like Bacon and Darwin, who tower immensely above the average. Mr. Redfield rather suspects that men of that class have been bred at the rate of two generations to the century, and perhaps somewhat more slowly still. From some calculations of his it seems that grandsons are most numerous, upon the average, when their grandfathers are 64 years old. This would probably make their fathers most prolific at an average age of 30, but we must avoid the persistent blunder of making prolific births identical with desirable births.

"The age when a man is most likely to produce children need not be the age when his children are most likely to be of advantage to the race. If geniuses are commonly born of mature parents, then it follows pretty clearly that late marriages are preferable to early ones from that point of view. From other points of view, that of morals, for example, we might still prefer early marriages."

SHRINKING CULM-HILLS

THE MOUNTAINS of culm, or coal waste, which break the sky-line throughout the anthracite coal region of Pennsylvania and which were for many years considered a nuisance are now being made to serve a very useful purpose, says *The Press Bulletin* of the United States Geological Survey (Washington, July). This culm consists in the main of coal-dust so fine that it smothers a fire in an ordinary grate or furnace. To-day, however, it is being pressed into small bricks or even burned in its powdery form on special types of grates, in which combustion is often assisted by a forced draft. As a result of these changes the old culm-heaps are vanishing, and new ones are not being formed. We read further:

"There is at present a market for almost any grade of anthracite that will burn, and no more coal goes to the culm-bank except for temporary storage and subsequent recovery by washers. These ranges of artificial hills, unsightly monuments to former waste, are contributing their share to the total coal production and are rapidly disappearing. Even the waste from the culm-bank washers is being utilized, for it is flushed into the mines and partly fills old workings, where it cements together and furnishes support to the roof when the coal previously left for pillars is removed."

FINDING LEAKS IN WELLS BY ELECTRIC LIGHT

THERE are two kinds of leaks—one where an objectionable liquid leaks in, as water through a roof, and one where a useful liquid leaks out and escapes, as milk through a leaky pan. One might think that a "leaky" well would be an example of the latter class, but it is rather of the former type. There is little trouble about the good water staying in, but in wells where impure surface water is excluded by tight casing, a leak in the casing may cause trouble by admitting what is not wanted. This was recently the case in the wells that supply the city of Galva, Illinois, which are about 1,500 feet deep. How the leaks were located by using electric lights and a field-glass is told by Lloyd Z. Jones, the city engineer, in *The Municipal Journal* (New York, July 30). Says Mr. Jones:

"When the wells were first drilled, about 20 years ago, the water rose to within 150 feet of the surface, but for some time it has stood at 240–246 feet. The pump cylinders are 300 feet below the surface and are always covered with water. The well is cased for 110 feet with 12-inch tubing and below that level is cased with 9-inch tubing to the bottom. The joint between the casings is of lead.

"In 1906, the quality of water in the wells seemed to have changed, and it was thought that a leak had developed in the casing. The pump was taken out and a cluster of three electric-light bulbs was lowered into the well. The lamps were connected by a long wire to the lighting circuit, and were provided with a shade above. The lowering of this light into the well was followed by the aid of a field-glass. It was found that water was entering through a leak in the casing at the lead-packed reducing joint, 110 feet below the surface of the ground. This was repaired.

"There were indications of another leak in the casing in 1911, and the above process was repeated. It was found that a leak had developed again in the lead joint.

"The cause of failure in the casing at this point is probably explained by the continual vibration of the earth, which is brought about by the running of heavy trains on the main line of the railroad, only 100 feet away, and by the jar of the pumps. The upper strata are of soft, water-soaked material. The pump and heavy masonry base are fastened to the top of the casing, and the result is a rather top-heavy structure. The vibrations tend to break the casing at the weakest point."

MUSIC IN WOOD

THE XYLOPHONE, the only musical instrument in which wood is the actual vibratory substance, has rarely been regarded seriously. A xylophone solo is always interesting, but one's attitude of mind toward it is apt to resemble somewhat that which one maintains, perforce, toward a steam-calliope. One recognizes the tune, but it assumes a more or less comic attitude. Wood, however, is by no means an unmusical material. Used to reenforce or modify tones, it serves to enrich and make more melodious the quality of many instruments. A contributor to *The Hardwood Record* (Chicago, July 25) makes this clear. Wood, according to this writer, possesses certain properties which are absolutely essential in the production of some kinds of instruments. The vibration of a steel piano-wire, for instance, is satisfactory only when there is a proper sounding-board, to magnify, modify, or soften the tones. He goes on:

"The spruce sounding-boards for pianos are beyond the reach of competition from substitutes. The metal people know better than to push in there, and cement and fiber-board are out of the question. Since Mittelburger, the German musician, while sleeping under a roof of cedar shingles in Philadelphia, 160 years ago, was entranced with the resonance produced by rain-drops falling on the shingles, until the present time, wood has held an indisputable place in the manufacture of musical instruments. Mittelburger's first work under his theory that wood was more musical than metal was when he built a pipe-organ—the first in America—with the pipes of Southern white cedar, the same wood which had charmed his ear while he listened to the rain on the roof.

"The superlative quality of spruce as material for sounding-boards is due to the long, straight, regular fibers of which the wood is composed. The microscope reveals what the unaided eye can not see. The minute cells forming the wood are extremely long—fully one hundred times as long as their diameter measurement—and each cell or fiber is stretched like a taut string. Altho these cells, all lying lengthwise of the wood, are packed and stretched closely, side by side, there is room for vibration when they are struck. One fiber communicates its vibrations to another next to it, until the whole body of the board is set vibrating and giving back the sounds which are so rich, deep, and pleasing to the trained ear of the musician.

"All woods possess this quality or resonance, but in vastly different degrees. Some are dull and nearly dead, others emit tones quick and sharp, and still others give out sounds that continue a long time and gradually die away as if vanishing in the distance. Spruce is of the latter kind. The ear need not necessarily be trained to the technicalities of musical tones to discern the high qualities of spruce in the matter of giving back sounds. . . . . . .

"Wood possesses resonance, metal has ring. That may not wholly conform to dictionary definitions, but it classifies the two materials pretty accurately. In certain instances, the ring of metal is beautiful. The chime of well-tuned bells needs no apology. In fact, it can be classed among the most perfect sounds. The singing of a tightly stretched telephone wire across an open field in the autumn wind is a most pleasing melody to one who has an ear for the delicacy of the simpler sounds. But how much softer and melodious that singing wire becomes if the ear is prest against the telephone-pole, so that the vibrations come through the wood to reach the ear, instead of directly from the wire. Every one of the billions of fibers that make up the telephone-pole seems to add something. The tones are segregated and multiplied until they range from the sound of a bee's wings to the bass notes of an eolian harp. It is the wood, simply the rough telephone-pole, that works the miracle.

"Some of the finest phonographs are equipped with wooden horns. This is done, it is explained, to get rid of the 'metallic ring.' The purpose is accomplished. Resonance is substituted for ring.

"Gottlieb Mittelburger, the organ-builder and musician who is mentioned above, announced what he considered a great discovery when he said that the tones emitted from the cedar organ-pipes 'were finer than from metal.' Whether he was the discoverer or not, he announced a fact which has never since been disputed. The vibration—or the sound, if that name is preferred—does not originate in the wood or the metal of the organ-pipe, but in the air within. It is transmitted through the material of which the pipe is made, and is modified in its passage. The metal gives the 'ring,' the wood the 'resonance.'

"It is a fact that the supreme function of wood when employed in musical instruments, as sounding-boards in pianos, the top of the violin, the organ-pipe, or the phonograph-horn, is to modify and enrich the tones. It does not originate there usually. They originate elsewhere—in the piano, harp, or violin strings, the air column in the pipe, or the disk of the phonograph—but the wood picks them up, beautifies and enriches them in a wonderful and mysterious manner, and transmits them to the outer air, from which the hearer receives them.

"Therein lies the wood's superiority in the peculiar field, and there, apparently, it will remain until some inventor shall discover something to take its place. No such material has yet been discovered. In some directions substitutes are giving wood a hard run for its place, but not in the musical instrument industry, where doubtful innovations are not welcomed."

THE DANGERS OF GOLF

THO TO MANY it has seemed the most harmless of pastimes, it now appears, according to one writer, that various real dangers lurk in the game of golf. These may even prove fatal, we are told, if one is old enough. According to "The Annotator" in *American Medicine* (New York July) it offers great temptation to overstrain, and the old should beware of it. We read:

"Deaths of old men on the golf links have been sufficiently frequent to warrant us in warning our patients not to abuse this best of out-of-door games for those past middle life. The last victim is a well-known artist who died from a ruptured aneurism.

"Most of the deaths seem to be due to a strain which throws the blood pressure temporarily above the strength of the vessels and either an artery bursts and the heart dilates or is unable to contract against the pressure. Few people realize what an effort they put forth in making a long drive. The exercise between strokes is ideal for a damaged heart and arteries, and that is the very reason it tempts us to overstrain for a few seconds. If the effort were more prolonged we would not attempt to compete with boys whose elastic arteries are built for just such intermittent pressures.

"Tho we retain our ability to put forth our full muscular power for a few seconds, no one over 40 or 45, perhaps no one over 35, should ever do it, and this is the temptation in golf. Men who can not resist had better give up the game if they are in a very serious condition, but a mere warning will be sufficient for the rest. We do not advise people to give up riding in street-cars because a few heart cases drop dead running for one. The wise take warning, and as years pass we note a less and less tendency of grown men to run for cars or run up stairs, but the fools are not all dead yet."

But there is another danger, and a more subtle one, indirectly connected with the game. It has already been noted in these pages that golf balls often contain a corrosive liquid which may spurt out and injure the curious investigator of their construction. *The Lancet* (London, July 18), in an article on this subject, notes that there may exist in a golf ball "all the potentialities of a bomb" if it is not carefully handled. It goes on:

"Some experiments which we have made with such a ball show that the pressure exists only so long as the liquid core is held tight in the grip of its tense rubber binding. At this stage, if the liquid core is pricked by a sharp instrument, the contents are ejected with great force. If, however, the elastic binding is gradually released or unwound, the liquid core, we find, is disclosed at its full size, having had its pressure gradually relaxed, and the little bag of fluid is then practically incapable of discharging its contents. The bag of fluid, in our examination of balls of similar make to the one with which the accident occurred, consists of a little rubber bottle or flask containing a semifluid mass of soft soap or potash soap. The rubber bottle is closed at its neck by means of tightly bound string. Leakage is possible at this point, so that the contents may be discharged without the intervention of a sharp instrument. The potash soap we examined was very strongly alkaline, and no doubt would act as a corrosive in much the same way as free caustic alkali. Most people are aware of the exquisite pain which even soap made for toilet purposes gives when inadvertently the lather gets into the eye. When this happens with a strong, coarse, alkaline potash soap used for common scouring purposes it may easily be imagined how intensified the action can be. But in the instance quoted the potash soap was also a projectile which came into contact with the sensitive tissue of the eye with great force. We think that makers of such balls should issue a caution in regard to the dangers of the liquid core existing under the great pressure of the tight rubber folds. For the sake of children who may get possession of old golf balls, we think that it should be widely known that to experiment with the structure of certain varieties is attended with grave risks."

WHAT SOUNDS CAN BE HEARD?

IT IS WELL KNOWN that not all vibratory disturbances in the air are audible. Whether those that can not be heard should be called "sounds" is perhaps debatable; but at any rate they differ from sounds in no respect except that they do not affect the ear. Recent experimenters find that both the number of vibrations and the duration of the sound influence its audibility—probably the latter more than the former. Apparently no ordinary sound can be heard unless it lasts longer than one-fortieth of a second, no matter how loud it may be, altho practise may enable the ear to catch one that is still shorter. Says a writer in *Cosmos* (Paris, July 9):

"Savart, in 1830, attempted to find out whether a very small number of successive vibrations, or even a single vibration, would be sufficient to produce a recognizable sound. Others after him took up the same question, but all do not agree. Some assert that a considerable number of vibrations is necessary, while others say that even a fraction of a period is sufficient. It is generally acknowledged, however, by those who have examined all the evidence that two complete vibrations suffice to identify a sound.

"Dr. Gianfranceschi, who has been investigating the graphic trace of the vowels, has taken up the problem, using the differential interrupter of Blaserna. This is a very simple apparatus —a cylinder, partly covered with a conducting layer on which rubs a contact. If the cylinder be made to rotate regularly and the contact be moved from left to right, the electric circuit will be closed for a shorter and shorter time. The sound is produced near a microphone situated near the interrupting cylinder. The operator who identifies the sound listens at a telephone in a distant room.

"The results of numerous experiments show . . . that the number of vibrations necessary to enable a sound to be heard is not constant; it varies from two to forty or more. What is constant is rather the duration of the sound, which must be at least one-fortieth of a second in order that the sound may be identified.

"This is apparently the smallest time required by the auditory organs to adapt themselves to a sound that strikes them. This period constitutes a sort of physiological constant.

"Mr. Gianfranceschi, however, was able to recognize certain sounds of much shorter duration—less than a hundredth of a second, but it should be said that these sounds were very familiar ones, such as the voice of a singer who had assisted him for several years in his studies of the vowel sounds. In this case, his ear had become habituated by practise to recognize a given sound more and more quickly. When sung by another voice, the same sounds required for identification a longer time, of the usual order of magnitude. It should also be said that the Blaserna interrupter, running at five to six revolutions per second, makes a noise at each revolution, and a repetition of this kind is naturally capable of facilitating greatly the identification of the note.

"When the vocal vibrations are registered by a graphic process, one complete period, according to Mr. Gianfranceschi, would be sufficient for the recognition of a definite vowel."—*Translation made for* THE LITERARY DIGEST.

BIG PHOTOGRAPHIC LENSES

EXPERIMENTS with an unusually large photographic lens, nearly a foot in diameter, made by the well-known optical house of Dallmeyer, show, according to a note in the *Revue Scientifique* (Paris, July 18), that large lenses possess the power of "seeing around corners" to a certain degree, thus justifying their use by photographers in taking portraits. The lens in question was constructed in an attempt to take photographs of natural size, without subsequent enlargement. The correspondent tells us that a week was occupied in calculating the exact form and arrangement of each of the lenses to be used in the camera, before any work of construction was done. We read:

"This preliminary study being finished, it was seen that the theoretical data could not be realized at once in practise. The lenses must be 11 inches in diameter, and the glass-makers had no blocks of this size in stock. It was necessary to wait six months for the raw material. Fortunately, the grinding and polishing of the four lenses were executed without accident, and the instrument was tested and pronounced excellent. . . . . . .

"As the diameter of the lenses greatly exceeded the distance between a man's eyes, some singular results might be expected. A thin plate was photographed, painted on each side with alternate black and white stripes, so arranged that a black band on one side was opposite a white one on the other. This plate was placed 20 feet from the object-lens and photographed in four different ways, as follows:

"1. With the object-lens covered, except for a little hole in the center;

"2. With the object-lens covered, except for a little hole at the right;

"3. With the object-lens covered, except for a little hole at the left;

"4. With the object-lens completely uncovered.

"Test No. 1 gave a photograph like that which would have been obtained with an object-lens of the same focal length, strongly diaphragmed. Tests 2 and 3 gave photographs like those that would have been obtained by moving an object-lens of the same focal length five inches to right and left. Finally, Test No. 4 showed both sides of the plate at once. These photographs thus confirm what theory would cause us to expect: an object-lens of large dimensions has the curious property of seeing around corners. Portrait photographers have always maintained that large objectives give more roundness and modeling to the face than small lenses, and their preference for large apertures is justified, not only by the rapidity of exposure effected with these instruments, but also by the stereoscopic effect that they produce."—*Translation made for* THE LITERARY DIGEST.

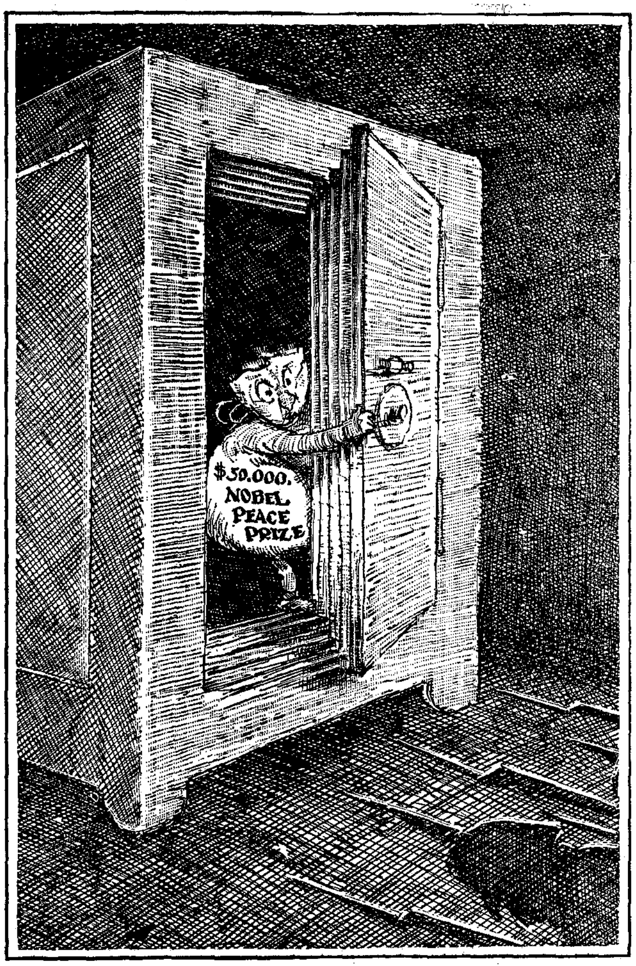
ANIMALS THAT LIVE WITHOUT DRINKING—Dr. Blanford assures us, says *Cosmos* (Paris, July 9), that the antelopes that live in the sandy desert between Lake Chilka and the sea are unable to obtain water. If this assertion has not convinced all the physiologists, they should consider the evidence presented by another case reported by Dr. Drake-Brockman. Since 1910 a herd of gazelles have lived on the little island of Saad-ud-Din, on the coast of Somaliland, where there is no source of fresh water and where there is not more than three inches of rain annually. The gazelles, therefore, have no means of slaking their thirst except at very rare intervals, and as the vegetation is scarce, they have not even the opportunity, during the dry season, of supplying the lack of water by consuming bulbous plants rich in moisture.—*Translation made for* THE LITERARY DIGEST.

Referring to the article on a keyboard for the violin, quoted in our issue for July 25, Dr. Benjamin Newhouse, of Washington, writes us as follows: "In 1899, fifteen years ago, a Mr. Frank T. Benjamin, of Hazzazer's Hall, Baltimore, Maryland, used this identical paper guide, which was glued to the finger-board under the strings. I call your attention to this fact so that the credit for this may be placed to Yankee ingenuity. I was a scholar of Mr. Benjamin's and used this printed paper guide myself in 1899."

LETTERS AND ART

THE TO-MORROW OF EUROPE

MUCH GRAVITY was observed in the French capital at the moment war was declared; in London there was some jubilation. Not from the reflective ones, perhaps, but from the crowd that always flings up its hat. On August 5, a few hours after England had declared war, Mr. Harold Begbie wrote for the London *Chronicle* this reflection on the "To-morrow of Europe." In particular he exhorted the crowd in the street not to put on paper caps and "march through the streets waving penny flags, breathing beer and singing 'Britons never shall be slaves.'" "Let us not sing boastful songs!" he writes. "Honor may call us to fight, self-preservation may force us into the slaughter-house; but let us wear on our sleeves the crape of mourning for a civilization that had the promise of joy, and strike our enemy without a hiccup or a curse. Never shall we know again what is now perishing. And we shall want all our strength for To-morrow."



A SAFE DEPOSIT.

—Kessler in the New York *Evening Sun*.

The inconvenience caused by the upset of our daily habits, particularly of those of the thousands of our American fellow citizens traveling abroad, is already acutely felt. How many have reflected on the change in the deeper streams of life that Mr. Begbie here calls attention to:

"This war means the sudden stopping of a clock by which we moderns have regulated not only our meals, not only our journeys, but the habits of our minds. The big stick of brutal force has been suddenly thrust into the exquisite and delicate mechanism of civilization. The wheels cease turning, the hands are arrested, and the peaceful, friendly, and most familiar tick-tack of our human existence dies into a silence not yet broken by the clangor of guns, the groans of the dying, and the noise of falling thrones. Already, now at this moment, civilization stops—stops dead. We in England, who have done nothing, and even now may do nothing in the war, are hurled suddenly back into barbarism. We arm; but it is against hunger. We mobilize; but it is against murder. Religion, philosophy, literature, painting, and, chief of all, perhaps, science with its torch at the head of our human hosts, are suddenly flung backward; they become of no moment. Who wants to know about immanence? Who cares to hear what Bergson and Eucken think? Who bothers about books and pictures? Who is ready to endow a laboratory or listen to the chemist and the biologist? We are back in the age of sticks and stones, but perishing science—'so the struck eagle, . . .'—has armed us with other weapons; the slaughter will be more hideous, the ruin will be more calamitous, and for nobody will there be a crown of glory.

"All that has made this strange experience of conscious human life interesting, ennobling, and hopeful has rested upon commerce; and commerce has been what it has been because of two things, credit and good manners. Where is credit now? What banker in London, what British merchant, ever dreamed a week ago to hear of such a thing as a moratorium? And where are good manners gone? Look for them in Asia, but not in Europe. At every Christian frontier you can pick up a broken treaty and a dishonored bond.

"Mr. Norman Angell told me this morning that out of this war—'everybody fighting and nobody wanting to fight'—two changes of transcendent importance will emerge. We shall have a Cossack Europe, and New York will henceforth be the center of credit. Russia must win. She calls a million sixteenth-century peasants from the fields, and Germany mows them down. Another million take their place. Death again. Another million. And yet another million of these sixteenth-century peasants. And when it is all over, those who are left will go back to their fields.

"But Germany, France, England, particularly England and Germany, where will they turn when the million dead are shoveled under bloody soil? The bricks and mortar of industry may be still standing; but where will credit be found? And what will the millions of starving factory-hands be doing? How shall we get upon our feet? Where is the clockmaker who will mend the smashed wheels and set the pendulum swinging once again? Happy the Russian peasant who will go back to his sixteenth century and his field, telling the time by the sun's shadow. Industry in Europe, with other things of older date, will lie in ruins.

"In three months from now the democracies of Europe will be crying out for a return to normal conditions. The war fever will have spent itself. The war lords will be confronted by their outraged and maddened victims. What will they answer? Men will want work, they will want wages, they will want food. Europe will ask for these things, and the war lords will be driven to answer. Which of them, with all his wisdom and strength, will be able to restore three centuries of human progress? Normal conditions! These normal conditions are the fruit of 300 years of evolution, 300 years of moral and intellectual evolution—a labor not of yesterday nor of pigmies. Destroy normal conditions and you destroy to-day, yesterday, and all the yesterdays of European civilization. Expect, then, a bewildering To-morrow.

"Armaments have broken the back of the laborer; and with the fall of the laborer all things fall, all things come to earth. Because of the war lords, and only because of the war lords, the man of science is paralyzed, and civilization stops. Humanity has been fooled. Too late it discovers it.

"Remember this, too. Among the young conscript soldiers of Europe who will die in thousands, and perhaps millions, are the very flower of civilization; we shall destroy brains which might have discovered for us in ten or twenty years easements for the worst of human pains and solutions for the worst of social dangers. We shall blot those souls out of our common existence. We shall destroy utterly those splendid burning spirits reaching out to enlighten our darkness. Our fathers destroyed those strange and valuable creatures whom they called 'witches.' We are destroying the brightest of our angels."

ANOTHER LITERARY MAN'S VIEW

VERY DIFFERENT from Mr. Harold Begbie's view is the view of Mr. Bernard Shaw. He is not troubled with visions of spiritual calamity. In a sense he puts on the paper cap, and while he kicks up his heels he intends that the blow shall hurt England, too. To the New York *World* he seems "a jingo, a pacifist, an indifferent socialist, and the lover of a bloody fight when it suits his own notions." It further points out that "Mr. Shaw disapproves of British diplomacy no less than of German militarism. He sneers at the modern labor movement, whose politics is international, because it would have stayed England's hand and left militarism supreme at Berlin. He holds in contempt the "peace-retrenchment superstition," and regards Asquith and Grey as moral weaklings. He is strongly in favor of peace, but would have defied Germany to declare war by threatening her with violence." Mr. Shaw proves to *The World* that he has "an agile mind, an elastic philosophy, and an individual point of view." What he had to say was communicated to *The Daily News* (London). As the English papers are much delayed in reaching us, and come irregularly at that, we quote from a special cable dispatch to the Philadelphia *Public Ledger:*

"Now that we are at war, it is well that we should know what the war is about. To begin with, we were not at war because Germany made an infamous proposal that we should allow her to violate Belgian neutrality. If it had suited us to accept that proposal, we could have found plenty of reasons for accepting it; advocates of our own neutrality have found some of them already; no more infamous than the diplomatic reasons we have given in the past for courses which happened to be convenient to us. Let us, therefore, drop it.

"Our national trick of virtuous indignation is tiresome enough in peaceful party strife at home; in war it is ungallant and unpardonable. Let us take our pugnacity to the field and leave our hypocrisy and our bad blood at home; they weaken a heroic fighter and encourage only blackguards. This war is a balance-of-power war and nothing else, and the fact that we all have to face is that if our side is victorious the result will be an overbalance of power in favor of Russia, far more dangerous to all the other combatants than the one we are fighting to redress.

"Prussian militarism has bullied us for forty years, and months ago neither Germany nor France believed we would fight when we came to the point. That is why there was such a wild explosion of delighted surprize when the French Chamber learned that we were game. After all, that is why the Kaiser, tho reckless of every other interest concerned, offered us the best excuse he could invent for our neutrality. But even we were only too ready to snatch at it, and that is also why we had to take off our coat and sail in. We had to show that when it comes to the balance of power we were no mere dummy weight in the scale.

"Our immediate business is, therefore, to fight as hard as we can, for our weight when the settlement comes will depend on the part we shall have played in the conflict.

"Meanwhile, political influences of organized labor at home must not be wasted in idle and exasperating platitudes about the wickedness of war and the extravagance of big armaments and the simplicity of non-intervention and all other special interest planks of the old peace retrenchment and reform platform.

"The difference between the foreign policy of the socialist and the foreign policy of capital is simply that capital sends the flag at the heels of commercial speculation for profit, and socialism would keep the flag at the head of civilization. Capital, which is badly wanted at home, is sent abroad after cheap labor. Financiers use control of the army and fleet, which they obtain through Parliament, solely to guard their unpatriotic investments. That is the root of the present mischief.

"France, instead of using her surplus income in abolishing French slums and building up French children into strong men and women, has lent it to Russia to strengthen the most tyrannical government in Europe. And to secure interest on her loan, she has entered into an unnatural alliance with Russia against her more civilized neighbors. We have no right to throw stones at France on this account, for we made an agreement with Russia of a still more sordidly commercial character for the exploitation of Persia with capital that should have fed our starving children.

"And now mark the consequences: Germany with hostile France on one side and hostile Russia on the other is in a position so dangerous that we here in our secure island can form no conception of its intolerable tension. By our blindness we have brought about the war. We have deliberately added to the strain by making a military and naval anti-German alliance with France, without at the same time balancing its effect by assuring Germany that if she kept peace with France we would not help Russia against her, nor in the last resource allow Russia to advance her frontier westward.

"Is it to be wondered that Germany, with a chronic pride in its militarism, raised to desperation by the menace of Russia, France, and England, made a wild attempt to cut its way out, after a despairing appeal to us to let it fight one to two instead of one to three?

"Let us be just to Germany. It may serve her right that she frightened us so much that we became incapable of realizing that our terror was nothing to hers, but if we had been true to civilization and kept our capital at home and our honor untarnished by squalid commercial adventures in the East, we should have controlled the situation and kept the European peace.

"History will not excuse us because after making the war inevitable, we run around at the last moment begging everybody not to make a disturbance."

AS A MEANS OF POPULAR EDUCATION

THE SALE OF MAPS has taken a great bound in the past weeks, and it is safe to say that they are assiduously studied. Nearly all the great New York newspapers have hung out maps of Europe, and the crowds that study them are almost as large as those reading the bulletins. "One of the sure results of the war will be the geographical education of the public," comments the New York *Evening Post*, with the prophecy of surprizing happenings to the map:

"General conversation in the cars and on the street shows that the ideas of the average man are vague enough, once he goes beyond the elementary facts regarding the situation of Paris and Berlin and the location of Belgium somewhere north of France. Especially in the matter of distances is there a fine uncertainty, for which, however, there is a very legitimate excuse. On this point we are in the opposite position to the mythical Englishman who planned half-day excursions to Chicago and Omaha from the Waldorf-Astoria. With our own vast spaces in mind, we find it difficult to visualize the contracted scheme of European geography, to grasp the fact that Paris is about the same distance from the German frontier as Albany is from New York, or that the possible theater of war in Belgium is included within an area fifty miles by fifty. Within that space Belgian soil is thick-strewn with battle-fields running back through the Napoleonic wars and the campaigns of Marlborough and the generals of Louis XIV. to the beginnings of the fourteenth century and the wars of the Flemish burghers against the rising French monarchy.

"On the other hand, this very circumstance makes an intelligent study of the war possible to the newspaper reader who is willing to make use of existing maps. Outside of Europe, war is a maker of geography. It puts obscure places on the map in the sense that they are new to even the fairly well-trained geographer. In Manchuria, names like Kin-chow and Mo-tien-ling were beyond the expert. The Boer War brought geographic recognition to Spion Kop and Magersfontein; and only the most scholarly of map-makers up to two years ago took account of Lule Burgas and Tchataldja. It is different with the battle-ground of the present war. We do not know what village in Belgium, northern France, or Alsace-Lorraine may leap forward into permanent fame, but once the name is cabled over to these shores, it is safe to say that it can be found on most respectable maps."

An eager and determined searcher for a good effect of the war in Europe, chimes in the New York *Times*, might claim to have found it in the fact that innumerable people who hitherto have talked little except shop and gossip and sport are now devoting no small part of their time to the discussion of subjects that have at least the merits of being large.

"Of course, not all that one hears about the great conflict is based on profound knowledge of history and international politics, but none of the excited debaters is without some information of the countries and interests involved, and frequently a 'man in the street' whose appearance is most unpromising shows a surprizingly clear comprehension of what is going on, and where, and expresses opinions that reveal intelligent thinking.

"The baseball scores displayed by the newspaper offices still have their faithful votaries, but they are neither as large nor as devoted as formerly, while the crowds in front of the war bulletins are enormous and permanent. No listener to what is said by the watchers there can have any doubt that the sentiment by far prevailing in this town is—well, for the 'entente' and against the 'alliance,' and it is a curious fact that no oftener before the bulletin-boards than everywhere else is responsibility for the war put on the nation that did the actual starting of it. Her act of ruthless aggression is passed over as characteristic and expected, while her ally and defender is treated, both by those who praise and those who blame, as the real originator of strife.

"And tho New York's population has many representatives of all the countries at war, they get along well together, on the whole—marvelously well. Hot words are occasionally exchanged when prophecy has gone far, but resort to the argument of fists is rare and the bystanders usually interfere before much harm is done."

The Times also pictures the compensating phases of the lot of our suffering compatriots abroad:

"Theirs will be the Vergilian joys of remembering all these wild happenings, of rehearsing them endlessly to interested relatives and acquaintances at least decently resigned, and of being freed for the rest of their lives from the common necessity of filling in conversational gaps with talk about the weather. It is no small thing to have been even an involuntary part of historic events, and enviable indeed is he or she who can turn to a page in history and say, 'All this I saw and some of it I was.'"

DUSE'S GIFT TO HER SISTER ARTISTS

ELEANORA DUSE.

Retired from the stage, she devotes her fortune to founding a club for her sister artists.

AT THE EVENING of her life, Eleanora Duse has turned the accumulations of a prosperous career over to the purpose of giving comfort and delight to her sister artists. She has established in Rome for the benefit of young actresses "La Casa della Duse"—the House of Duse. That, indeed, is the name by which the mansion located in one of the pleasant and accessible suburbs of Rome will be known, tho the modesty of the famous actress long led her to protest against the title. The nearest analogs to this institution are likely the Three Arts Club in London and the Gamut Club of New York. Here the women whose interests or occupations ally them with the arts of music, painting, and the drama find a center for discussion and recreation. In *La Lettura* (Rome) the new House of Duse is described, and the actress herself is quoted as protesting against the name,

"Because the material house, the walls, the roof, the doors, the windows, the furniture, the tangible things, have a secondary and negligible importance in this which is meant to be an asylum for the soul, a spiritual refuge which will offer peace to the heart, serenity to the mind, repose to the brain, intellectual well-being, pure and wholesome nourishment to the imagination, living water and whole bread to appease the insatiable hunger and inextinguishable thirst of the divine populace, always ill nourished. For it is the material house, the house of bricks and stone and mortar, the house of goods and chattels, which I give; and all the rest, the life, the soul, everything else, must be given by them, the little actresses, by their presence, by their intelligent pleasure in these spiritual benefits; it is they who must create therein the multiplex and multiform soul, thrilling and trembling like an organ of a hundred pipes, vibrant and piercing as the fanfare of a hundred trumpets, fragrant and fresh as a nosegay of a thousand flowers. It is I who have dreamed and willed the advent of this multisouled spiritual refuge, but it is to my little companions in art, my fresh, modest, unknown little sisters, that I have confided the realization of the dream."

The mansion is pleasantly situated at some distance from the city on the right-hand side of the Via Nomentana, descending toward the tomb of Sant' Agnese. A number of tram-lines from the most various parts of Rome—from the Piazza Venezia, near the Teatro Nazionale; from the Pantheon, near the Teatro Valle; from the Cancellaria, near the Teatro Argentina; from the Esedra, near the Teatro Costanzi—converge toward the most direct and important line which descends from the Porta Pia toward the Aniene valley along the magnificent Via Nomentana, one of the most beautiful and majestic roads to be seen in Italy. The writer continues:

"The Casa, then, is far away, remote, not exposed to the glance. This distance makes a pause and a transition. . . . This difficult access creates a state of soul. This little street buried in verdure and silence, these hundred steps which delay the desire for silence and repose, are a preparation and an initiation. One does not enter here as into a café, bearing with one the echo of gossip, the bitterness of a calumnious reference, the irritation of a quarrel on the boards, the rancor caused by a harsh and unjust criticism. The Casa della Duse is far from all this, far enough . . . and to me this appears its sweetest charm. . . . . . .

"The house was opened, after scarcely two months of preparation, with beautiful rooms well arranged for study, conversation, reading, writing, music, or to do nothing in. How delicious to do nothing, *far niente*, in such an atmosphere! There are small, bright bedrooms full of light and sunshine, very simply furnished, for a long sojourn or a brief *villeggiatura*, or a period of study and reflection. There are deep and ample easy chairs to lounge in for long hours, and small, light chairs to carry out under the trees; there are large and small writing-desks, an excellent piano, the shade of trees, and the perfume of flowers. . . . . . .

"Thus is the Casa, and it was solemnly inaugurated with a most elegant tea-party, which reunited many illustrious personalities; many beautiful and elegant persons; many—too many! —princesses, marchionesses, countesses; many novelists, story-writers, gazetteers, dramatic critics, and authors, poets, authoresses, artists, feminists, and journalists; everybody representative of society and the arts, from the Principessa Teano, tormentingly beautiful, and the Contessa di San Martino, exquisite in her indefinable and ineffable elegance and seductiveness, to Grazia Deledda, in her serene elevation to the highest and purest literary glory, and Tina di Lorenzo, on her ideal throne of perfect and complete actress and lady. . . . And in this perilous encounter and shock of two aristocracies, that of birth and that of genius, the little white house among the verdure did not tremble on its base. It is solid, therefore, both as a building and as an institution."

Mottoes are inscribed over the doors, in the English fashion, which prevails throughout the house, such as "One does not live by bread alone," etc.

WAR AND THE BOOK TRADE

THE PRINCIPLE of the survival of the fittest seems likely to apply with considerable vigor to all the industries that minister to the people's reading. The small authors will be hard put to get their writings published, in England especially, and England has furnished a greater quantity of our reading-matter than is casually realized. Our own publishing trade is beginning to face results of the war's blockade on imports, as *The Publisher's Weekly* (August 15) points out:

"Shut off from the world's supply of tin, England, the price of that metal has gone up in the last ten days by leaps and bounds, which means that linotype, monotype, and allied alloys are going up in response. The week has seen a 100 per cent. rise in tin in the New York market and a cent a pound raise in linotype metal. Which means that composing-rooms will husband their supplies and buy no more than they positively have to till this abnormally high price falls off.

"The paper outlook, since paper is not, like the type metals, capable of indefinite reuse, is more serious. . . . Normally, the United States is both an exporter and importer of paper, in about equal amounts, around one thousand tons a day. Unfortunately for the book trade, however, the imports largely represent book-papers. Besides this, we import largely the raw materials of our better grade papers in the forms of chemical wood-pulp from Germany and rags from all over Europe. A 5 per cent. rise in news-paper is already listed, and an equal or greater rise in all book-papers is immediately probable. The likelihood is that this country will be supplying most of the world's paper for some months to come, and that will mean prosperity for our paper-mills, and incidentally higher prices all along the line."

THE SPIRITUAL REFUGE.

Near Rome stands this gift of the Great Duse "to my little companions in art, my fresh, modest, unknown little sisters."

The Chicago *Evening Post* reviews the changes that are likely to befall our book import trade, and takes a glance at a further future:

"Not only are a majority of the large holiday books, with their tempting colored plates, printed in England, but practical treatises on every subject under the sun, numbers of scientific books and practically all of the philosophical books of first-rate importance are printed on the other side of the water.

"Then there is fiction, in which branch of literature even the most patriotic American would admit that England is largely ahead of us. The American reader will doubtless soon have opportunity to notice the difference in the booksellers' displays when we have to rely on native talent alone.

"And when the stream of importations is resumed, how different it will probably be in its aspects! The attention which the English are bestowing upon the war and the straitening of their means of subsistence will probably put a number of minor writers, and perhaps some few publishing houses, out of business entirely. The character of the novels and poems that do get themselves into print will be changed. The water will be very effectually squeezed out of all English literary stock.

"But, on the other hand, we can imagine that Thomas Hardy may, out of the vast drama that is now unfolding before that calm gaze which already in imagination has seen Napoleon sweep Europe, write another poem comparable to "The Dynasts." Or, if that is too much to hope for, there are younger men, men like Lascelles Abercrombie, from one of whom some not inadequate emotional interpretation of this vast tragedy may come."

Specialists, like dealers as well as collectors of rare books, will find a greater difference than any, since their activities move distinctly within the spheres that are counted as the luxuries. The Boston *Transcript* glances in this direction:

"Book collectors and dealers in old and rare books are alike viewing with apprehension the general European war, which bids fair to have a decidedly bearish effect upon the market for their wares. It is to be expected that foreign collectors will turn their attention to other matters than book-collecting for some time to come, and it is not unlikely that a vast amount of foreign material will come into the American market to be disposed of here for what it will bring, altho it is by no means an easy matter to guarantee that consignments of foreign books to this country will not be regarded as prizes of war. In fact, the shipment of any very large number of valuable books to this country from Germany or England might be considered lawful prey for the enemy. Thus history would be repeating itself. The libraries of the Ptolemies were augmented by devices of war. When a vessel laden with books entered one of their harbors, the captain was forced to surrender them, but he was given copies in place of the originals—an 'amenity' which would hardly be followed in the present warfare.

"Within the last decade the United States has been a tremendous importer of rare books, the accretions to this country's libraries, public and private, being estimated at a million dollars a year. While shipments from the United States can not naturally be regarded as contraband of war—in the sense that they are designed to give 'comfort to the enemy,' they may be such—the interchange of books between America and Europe will be appreciably curtailed for some time. Meanwhile, American collectors will be likely to restrict their buying, altho dealers will be in some cases forced to cut down their prices, and thus afford a rich opportunity to the collector here. Many American libraries, like the splendid one of Zelotes Hosmer, were sacrificed during the Civil War, and it is probable that a similar fate will come to some of the great foreign collections during the present war. A general restriction of activities is likely in the book-collecting world and the auction-room."

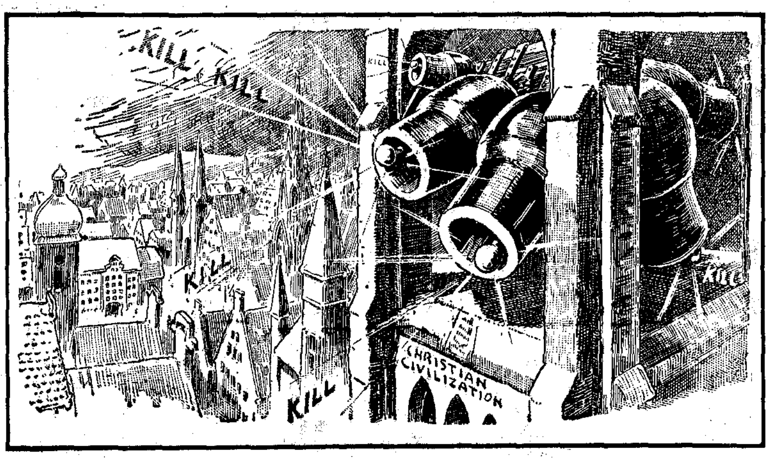
The Springfield *Republican* predicts the immediate changes in the character of our reading matter:

"A world event of such transcendent importance will not only create a demand for a special literature, if a literature devoted to so enormous a subject can be called special, but it is likely, also, to have a marked effect upon literary taste. Some subjects which have grown to immense dimensions in a time of prolonged peace will be obscured by the clash of arms. For example, the literature of feminism, too swollen and too widely theoretical to be entirely wholesome, is likely to have a check; woman's world in general will shrink temporarily while battles rage. There will be less attention for the exploitation of vice or the discussion of sex, or for most kinds of problem literature, and perhaps some surcease of miscellaneous agitation will do no harm. But writers who can tell a stupefied world what this fearful portent means, who can throw light on the great fundamental problems of the race, and give some hint as to its destiny, will have an attentive and even anxious hearing. War books, of course, will be in demand."

RELIGION AND SOCIAL SERVICE

HAS CHRISTIANITY BROKEN DOWN?

IF THE CHURCHES throughout the world possest the same candor as the stock exchanges they would do what the latter have done—close their doors. So writes the Rev. G. Monroe Royce, a Protestant Episcopal rector of New Windsor-on-Hudson. He puts the solution of the war question squarely up to the churches of Christendom, who preach the gospel of peace, and go forth to war almost to a nation, among those who are profest followers of Jesus. "What a spectacle we Christians are to the non-Christian world, whom we in our self-glory call heathen!" he exclaims in the New York *Evening Post*. At the same time he points out the ironic fact that "we are spending millions of money in the vain effort to convert these heathen peoples to our way of religion. What a mockery! What a farce!" He would have us "tell these popes, patriarchs, bishops, churches, and missionary societies that if they can not prevent such direful carnage, such a universal outrage upon humanity, we refuse to contribute one penny to their support." We read further:



THE CHIMES.

—Bradley in the Chicago *Daily News*.

"That Christianity continues to exist in the outward seeming is most true. True, there are still popes, patriarchs, bishops, missionaries, and thousands of churches where the Bible is read and prayers are said the year round. But if these popes, patriarchs, bishops, ministers, and churches all combined can not enforce upon the nations of the Christian world the first principles of the religion they profess, then it is perfectly evident that Christianity has broken down—in practise, at least—and the question presents itself to practical minds, why this waste of men and money upon a mere theory of life that is not workable; upon a mere sentiment which has no practical value. The modern world boasts of its efficiency, of its practical, utilitarian ability, and yet it is spending millions upon millions in the support of Christian churches, Christian ministers, Christian missionaries, whose sole reason for existing is that they undertake to persuade men and nations to live in harmony with the essential principles of Christianity, which are love to God and man. But the actual conduct and character of the Christian nations of the world at this moment, as revealed by the state of things in Europe, strip the churches and their ministers of all spiritual significance. To put it in plain language, it seems that they are not doing what they profess to do, and what they are paid for doing, and hence there is a vast waste of money and energy.

"Of course one does not expect—outside of Utopia—a condition of things where all mankind will live according to the laws of love; and moreover, did there actually exist such a state of things, popes, patriarchs, bishops, and churches would hardly be needed.

"But one has a right to expect that, after nineteen hundred years of civilization calling itself Christian, the Church and her ministers should have influence enough, power—downright moral and spiritual power—enough to prevent the savage, the brute instincts of mankind dominating not only kings and other rulers, but the whole body of people composing the nations of Europe. This much we have a right to insist upon, and if the combined influence of all organized Christianity can not bring about such a result, then it is, I think, perfectly fair to conclude that the Church machinery has broken down; that it does not do what it professes to do, and is not worthy the support it is receiving. Of course, I am acting upon the assumption that the people who support the Christian Church do so with the expectation that it will not only teach the principles of Christianity as beautiful sentiments, but will insist that at least the fundamental principles of Christianity must be regarded as controlling forces by organized society, such as states."

Something of the same challenge to Christianity is put by the Rev. W. S. Rainsford, formerly of St. George's Church, New York. He addresses the same paper in these words:

"Can these men and nations, bent on wholesale murder, in any real sense be Christians at all? Is there any connection whatever between the teachings of Jesus and what they believe?

"How can any man kneel to the God and Father of Jesus, and then rush forth to kill his fellow men?

"And from such questions there must in the minds of many arise another—since, at least temporarily, all the restraints of the Christian religion have been by millions cast aside. Are the commands of Jesus, the things he stood for and died for, are they practical? Can mankind in the gross ever be expected to live by them? Are they not as angels' food, too high and pure and holy for our actual grosser life?

"Looking squarely at things as they are, can we believe that a spirit of obedience to the Lord of Peace and Good Will will some day 'cover the earth as the water covers the seas' and at last 'wars cease in all the world'?

"What answer can we make to such hard questions? Yet all men who think and feel must make some answer, are even making answer now, must either admit that Christianity has proved a failure, that it can not restrain the beast in man, or that, in spite of this horrifying outburst of barbarism, a clearer, saner, more brotherly idea of life is slowly growing in the mind of man.

"Can any one who observes the course of things doubt that the spirit of brotherliness is growing?

"Can any of us, looking on in stupefaction at this tragedy of the nations, yet doubt that for every such awful, if temporary, return to moral chaos, a mighty revulsion of the spirit must arise against war?

"Surely not in the minds of onlooking millions only—not even in the hearts of those other many millions torn by agony as they part with the men who make life to them worth the living—but also in the secret thoughts of those advancing hosts, innocent boys and men in life's prime, marching forth from homes they have builded and from women and children they have loved, marching at the bidding of they scarcely know what, into the valley of the shadow of death.

"Of what are they all, these embattled millions, thinking?

"War embrutalizes some men, but these are the few, the men in whom the beast is already predominant. It does not embrutalize the good man, and those who know its dreadful reality are for it filled with loathing and hatred. So much we know.

"In spite, then, of this last failure of Christianity to influence the conduct of nations, certain things are sure, and to them let us hold fast.

"The spirit of Jesus has given to the modern world a new sense of pity. It has given it a new sense of neighborliness; multitudes feel, as never before, they are their brother's keeper.

"It has limited the ordinary man's power as well as his wish to revenge his personal wrong. He has less recourse to bludgeon and sword, and more to arbitration.

"Here, then, are undoubted facts. In these directions the teachings of Jesus have profoundly influenced modern life. If national life and racial passion still resist Christian morals, is it not reasonable to suppose that it must leaven and purify even these as it has modified and softened man's contact with man?"

There is a cool irony in the lay preaching of Mr. Simeon Strunsky, who furnishes the department of "Post Impressions" in this paper. In the issue of August 15 he writes:

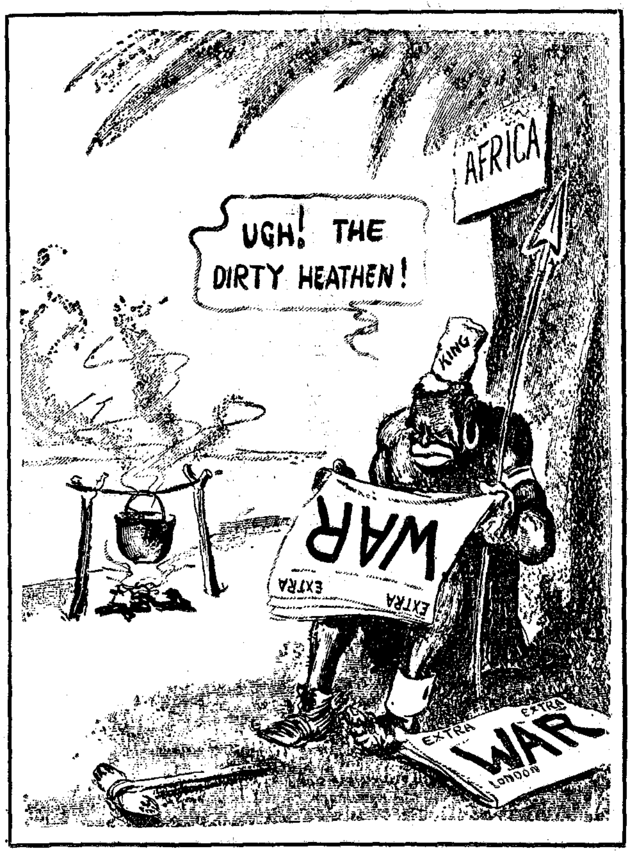
> "I sometimes think that the disadvantages of believing in one single ruler of the universe must be painfully present to the war lords and the cabinet ministers and the bishops, archbishops, and patriarchs when they prepare to go to war. In Parliament and before their congregations they assert, of course, that Providence is on their side. But in their heart of hearts they must sometimes have their doubts whether the Power whom they claim as an ally may not turn out to be only a judge. For the purposes of war, paganism has an enormous advantage over monotheism. What a nation needs when it is preparing to kill more of its neighbors than its neighbors can kill of its own citizens is a tribal god upon whom it can count for undivided attention and sympathy. Berlin could then address its petitions to Moloch, Paris to Beelzebub, London to Dagon or Neptune, Rome to Ashtoreth, with utter confidence and with no danger of confusion.
>
> "For obviously there must be confusion when many nations, professing the same creed, are compelled to use very much the same formulas of prayer, inserting only the respective name of the country and its ruler. A private tribal god, upon whose exclusive services the war leaders might count, a private book of prayer embodying the really important facts to be brought to the attention of the tribal god—that is the ideal to which the nations of Europe in arms ought to strive. . . . . . .
>
> "Or shall we say that Christianity is like the neutrality of Belgium, which is under the guaranty of all the nations and inviolate in times of peace, but which must not be allowed to stand in the way of the interests of a people on the road to great things? Here again, I am impelled to point out the advantages of paganism and the system of tribal gods. Take the most practical people of antiquity, the Romans, and see how admirably the system worked in their case. They had a tribal god whom they called Janus, and whenever the Romans were at war the doors of the temple of Janus stood open. In times of peace the doors were closed. A thoroughly unsentimental people, the Romans, when they needed the help of their tribal god, opened the doors and presumably addrest their invocations to him. When peace came and they felt that they could dispense with his protection, they closed the doors upon him and went about their business."

KILLING THE BOYS—The previsions of Mr. Begbie's article quoted in the department of Letters and Art are being fulfilled in reports from the war seat, and other papers besides the New York *Evening Post* comment on the youth of those among the slain. The matter is driven home here:

> "The German, like the French, standing army is, of course, composed of boys between the ages of eighteen and twenty-four. Each year a third of the army goes back to civilian life and a new third is recruited. None of these are, of course, married; hence there are few widows being made by the German fighting around Liège, if this is any compensation for the loss of the flower of the country's youth. It is only when the French and German reservists join the first line that married and older men are in action. This is, by the way, quite unlike the record of our own volunteer regiments in which so many of the men were married. As for the French and German non-commissioned officers, they are, of course, in large part professional soldiers and family men, like their officers. But their soldiers are too often mere boys just out of school, without the faintest appreciation, perhaps, of what the war is all about. In a sense, these armies are democratic, because the sons of rich and poor alike serve; the educated for a year only, and perhaps in crack regiments; but there is no class in France or Germany that will not pay a terrible price in young men for the inhumanity that is going on to-day."

WHY CHILDREN LIE

THE NUMBER OF PERSONS put to death in every land and age because of the lying accusations of children is "impossible to estimate," says H. Addington Bruce, in the September number of *The Pictorial Review* (New York), and he notes as an instance that "in our own country the Salem witchcraft delusion, with its sad record of persecutions and executions, was distinctly a product of children's lies." While, of course, the writer is willing to admit that "usually . . . children's lies are comparatively harmless to all except themselves," still they often result in "disaster" to others, and he cites various recorded cases in proof of this statement. This propensity to deceit among the young, he informs us, is "a phenomenon that has only of recent years been studied with the care it deserves," and he adds that "if there is any one thing that modern scientific research into the working of the child's mind has demonstrated, it is the absolute falsity of the old-fashioned doctrine that children lie from 'innate depravity' and that the only sure cure for lying is a sound flogging." Proper training alone, we read, is the safeguard of the child, described as being "an animate entity of nerves, tissues, and muscles coordinated and governed by an indwelling principle—call it spirit, soul, or what you will—that expresses itself to good or bad purpose according to the influences brought to bear in the course of the child's development." The writer goes on to say that:



AS OTHERS SEE US.

—Tuthill in the St. Louis *Star*.

> "There may be, it is true, inherited defects of physical structure—especially defects of brain organization—that make a child peculiarly responsive to influences for evil; but even these can usually be counteracted by proper training. On the other hand, given improper training, the child with the best brain organization in the world is quite likely to develop into an inveterate liar and blackleg.
>
> "And by the word 'training' is meant much more than the formal imparting of ideas of morality by pious exhortation.

Formal education in morality there should be, but it can not amount to much unless accompanied by the more powerful education of example and by an intelligent effort to study and meet the child's individual mental and physical needs.

"Particularly is it important—and this is something that parents nowadays often overlook—to reckon with the intense imaginativeness that is an essential part of the childish nature and which must be given a wholesome outlet, else it is almost certain to find vent in unwholesome ways—often in the concoction and dramatic working out of the most ingenious and sensational lies. This is especially likely to be the case if the circumstances of the home life are narrow and sordid or if the child is of an exceptionally emotional temperament."

In this connection the writer tells the story of a twelve-year-old girl with a talent for music who hoaxed her parents into the belief that the late President McKinley and his wife meant to adopt her and give her father a five-thousand-dollar job in Washington. This child had been carefully brought up and "taught to behave as a little girl should," and we read that:

"Not until the time of her cruel deception, did her father and mother have any reason to suspect her of being anything but a very good little girl. Unhappily, as part of their educational program, they had forbidden her to read story-books or books of poetry. . . .

"Forced to invent an ideal world of her own, the poor child found her happiness in picturing scenes and events wherein—in sharp contrast with the repression in which she was kept at home—she saw herself the center of interest. In this state of exaggerated day-dreaming the chance remark of her mother that some day she might play the piano well enough to be invited to perform at the White House acted as a suggestion that sank deep into her starving mind and formed the starting-point for a fantasy which, after she had seen Mr. and Mrs. McKinley, . . . became to her more or less of a reality. Her deception of her parents was not so much a deliberate, conscious lie as a hysterical act of rebellion against the fetters they had imposed on her imagination, in proof whereof is the interesting circumstance that among the things she bought with the money obtained from her father was a large collection of fairy-tales and novels!

"It was as tho she had instinctively understood and sought to remedy the condition that had made her a liar."

Among other cases in which the cause of lying is declared to be "the lack of proper material for the imaginings of childhood together with an abnormal desire to be the center of interest," the writer offers the story of one girl that pretended to have been kidnaped and beaten, and of another "who claimed to have been criminally assaulted." He speaks, too, of the *poltergeist*, or noisy ghost, "which amuses itself by knocking on walls and flinging furniture around," and tells us that "almost invariably when careful investigation is made, these amazing outbreaks are traced to some young boy or girl—usually girl." On discovery, their excuse is that "they did not know what made them do it," and, continues the writer—

"In most cases this plea is undoubtedly justified. It can not be too emphatically said that the natural tendency to regard such mischief-makers as merely naughty children deserving of severe punishment is wrong. They are, in reality, sick children, the victims of hysteria, and are impelled to their outrageous deceits by forces of which they truly have no knowledge. As the psychologist, Stanley Hall, has so well put it:

"'Without knowing it, these hysterical girls feel disinherited and robbed of their birthright. Their bourgeoning woman's instinct to be the center of interest and admiration bursts all bonds, and they speak and even act out what with others would only be secret reverie. Thus they can not only be appreciated, but marveled at. Thus they can be of consequence, respected, observed, envied, perhaps even studied. So they defy their fate and wreak their little souls upon expression with abandon, and have their supreme satisfaction for a day, impelled to do so by blind instinct which their intellect is too undeveloped to restrain. And all this because their actual life is so dull and empty.'"

Another point made by the writer is that owing to the highly imitative nature of children "a considerable proportion of the lies told by children are at bottom due to nothing else than conscious or unconscious imitation of the doings and sayings of father or mother."

ANOTHER WAR TO WAGE

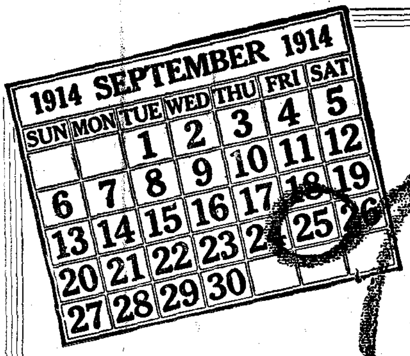
THERE IS A WAR for those of us who believe in reason—our eternal and holy war, says Mr. J. Lowes Dickinson. And it is laid upon us to wage it unceasingly in the future. Especially "in this dark hour of our defeat, let us not forget it." A war "for good instead of evil, for truth instead of lies, for love instead of hate." This is his contribution in *The Nation* (London) to the question of the morale of warfare, and he begins by drawing a picture of the present conflict:

"For the next few months, or it may be years, some fifteen millions of men in Europe, the physically best, those who should be the fathers of the next generations, will be engaged in killing one another, in starving the rest of the population, in stopping the production of useful and necessary things, in destroying the instruments of production, in pulling down all that has been laboriously built up during a quarter of a century of European peace. Not one of the men employed in this work of destruction wants to perform it; not one of them knows how it has come about that he is performing it; not one of them knows what object is to be served by performing it. The non-combatants are in the same case. They did not foresee this, they did not want it, they did not choose it. They were never consulted. No one in Europe desires to be engaged in such work. We are sane people."

Mr. Lowes Dickinson, who is a lecturer at Cambridge University, England, and the author of several notable works on phases of our present-day civilization, gives from the layman's point of view this notable reasoning against the reason of wars. He continues:

"For what, then, are these gamblers playing? Each says he is playing for safety. Each says the other is playing for power. We English believe we are resisting aggression. We may be sure the Germans do not believe it of us. We believe they are aggressors. We may be sure they do not believe it of themselves. Behind the action of all the governments is a theory—the theory of the balance of power. Behind the theory are passion—the passions of fear and of cupidity. Behind the passions is the whole long and tragic history of mankind. Of all this, common men are tools. The rulers play on them like pipes. And not only the rulers. Every journalist who has been sowing mistrust and hatred between nations, every historian who has used history to glorify or apologize for war, every man who has exalted passion at the cost of reason, is an accomplice in this crime. It is thus that war has come about. What can war achieve? It is no remedy for the disease it is intended to cure; it merely creates new conditions for another war. The catastrophe in which we are plunged must produce incalculable evils. It can not produce any good unless it should produce enlightenment. By enlightenment I mean the apprehension by peoples and governments of a different conception of policy to that which now prevails. The new conception is there, in the minds and hearts of all right-thinking and right-feeling people. It has not been able to control events, partly because peoples do not control governments, partly because peoples have not learned to cooperate with one another. But all men not blinded by theories know that the power to which governments sacrifice nations is an idol. In no real thing do the interests of nations diverge. What drives them into war is abstractions; and what gives the abstractions life will be engaged in killing one another, in starving the rest of the population, in stopping the production of useful and necessary things, in destroying the instruments of production, in pulling down all that has been laboriously built up during a quarter of a century of men. But into these realities the life of passion is only beginning to flow; along the old channels, once they are opened, it flows with fatal force. Let war be declared, and every individual in a nation is ready to lay down his goods and his life. That is why to some noble men war appears as a noble thing. But what makes it so is the passion that is misled into its service. That passion is needed for the real things, for good instead of evil, for truth instead of lies, for love instead of hate. To turn it into those channels, the friends of reason are always working. For the moment their voice will not be heard. But as this war pursues its dreadful course, as its fatal and foreseen consequences unroll, as the fact of what we are doing begins to penetrate from our senses to our imagination, as the dreadful awakening succeeds to the stunning shock, it will be for the friends of reason to drive home the lesson, first and chiefest into their own heart and brain, then, if strength be given them, into the conscience of mankind."

Cadillac
Standard of the World



1914 SEPTEMBER 1914

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

This date will mark the dividing line between motoring as it has been known and motoring as the future will know it.

The climax in motor car progress
The utmost in motor car efficiency
The maximum in motor car service
The extreme in motor car luxury
The practical things and the things
worth while

For these and for all of the elements which contribute in the highest degree to the charms of motoring, the public has learned to look each year to the Cadillac.

Cadillac ideals, Cadillac engineering genius, Cadillac resources and Cadillac methods, are reinforced by the experience gleaned in the successful production of more than eighty thousand cars—the greatest number of the high grade type produced by any one maker in the industry.

The public, guided by a recognition of the Cadillac policy to avoid exaggeration and overdrawn statements and guided by its policy to under-claim rather than to over-claim, has always felt secure in accepting Cadillac representations at their full worth.

Therefore, when the Cadillac Company says that it is about to offer a motor car which marks developments and advancements so great, so vast, so widespread in their scope, that past achievements pale almost into insignificance, you are justified in looking forward to something which even the word "extraordinary" fails adequately to describe.

New pleasures and new comforts are in store.

Luxuries of which you may have dreamed but for which you had hardly dared hope, are to become a reality.

Motoring will possess new charms. The word will have a new meaning and a new significance.

You may draw a mental picture of your ideal car—of what it should be capable of accomplishing, of how it should perform.

You may place your expectations as high as you please.

We do not believe you will be disappointed.

Our formal announcement will be a revelation.

It will mark the dividing line between motoring as it has been known and motoring as the future will know it.

Cadillac Motor Car Co. Detroit, Mich.

CURRENT POETRY

PARADOXICALLY, the best war poetry written during the last few weeks has been peace poetry. Many American verse-writers have been moved to express rhythmically their indignation at the condition of European affairs; few of them have shown partizanship. And the two distinguished English poets whose patriotic verses are printed below have not succeeded in giving their words much fire.

The Laureate of Great Britain contributed this poem to the London *Times*, and it was cabled across to the New York *Times*. As a literary curiosity, it is not without interest.

Thou Careless, Awake!

By Robert Bridges

Thou careless, awake!
Thou peacemaker, fight!
Stand, England, for honor,
And God guard the right.

Thy mirth lay aside.
Thy cavil and play.
The foe is upon thee
And grave is the day.

The monarch Ambition
Has harnessed his slaves,
But the folk of the ocean
Are free as the waves.

For peace, thou art armed,
Thy freedom to hold.
Thy courage as iron,
Thy good faith as gold.

Through fire, air, and water
Thy trial must be,
But they that love life best
Die gladly for thee.

The love of their mothers
Is strong to command.
The fame of their fathers
Is might to their hand.

Much suffering shall cleanse thee,
But thou through the flood
Shalt win to salvation,
To beauty through blood.

Up, careless. Awake!
Ye peacemakers, fight!
England stands for honor.
God defend the right.

Mr. Stephen Phillips's poem is more forceful, but it is below the usual level of this sincere and accomplished writer's work. It also was cabled to the New York *Times*.

Liège

By Stephen Phillips

He said: "Thou petty people, let me pass.
What canst thou do but bow to me and kneel?"
But sudden a dry land caught fire like grass,
And answer hurtled but from shell and steel.

He looked for silence, but a thunder came
Upon him, from Liège a leaden hail.
All Belgium flew up at his throat in flame
Till at her gates amazed his legions quail.

Take heed, for now on haunted ground they tread;
There bowed a mightier war lord to his hall:
Fear! Lest that very green grass again grow red
With blood of German now as then with Gaul.

If him whom God destroys He maddens first,
Then thy destruction slake thy madman's thirst.

What the German, Austrian, Servian, French, and Russian poets are writing we can not yet know. Probably they are more concerned just now with rifles than with rime, with Mars than with the Muse. However, *The Fatherland* (New York) prints a poem by an American poet of German birth. The epithet applied to the Kaiser in the title is perhaps in questionable taste, for it is generally given to a ruler of no temporal kingdom. Also, only the heat of partizanship excuses the description of a great nation as "the wanton of the world." Still, angry men can not temper their words, and Mr. Viereck's poem is strong, vivid, and effective.

Wilhelm II., Prince of Peace

By George Sylvester Viereck

O Prince of Peace, O Lord of War,
Unsheathe thy blade without a stain.
Thy holy wrath shall scatter far
The bloodhounds from thy country's fane!

Into thy hand the sword is forced,
By traitor friend and traitor foe,
On foot, on sea, and winged and horsed,
The Prince of Darkness strikes his blow.

Crush thou the Cossack arms that reach
To plunge the world into the night!
Save Goethe's vision, Luther's speech,
Thou art the Keeper of the Light!

When darkness was on all the lands,
Who kept God's faith with courage grim?
Shall He uphold that country's hands,
Or tear its members, limb from limb?

God called the Teuton to be free,
Free from Great Britain's golden thrall,
From guillotine and anarchy,
From pogroms red and whips that fall.

May thy victorious armies rout
The savage tribes against thee hurled,
The Czar whose scepter is the knout,
And France, the wanton of the world!

But thy great task will not be done
Until thou vanquish utterly
The Norman brother of the Hun,
England, the Serpent of the Sea.

The flame of war her tradesmen fanned
Shall yet consume her, fleet and field.
The star of Frederick guide thy hand,
The God of Bismarck be thy shield!

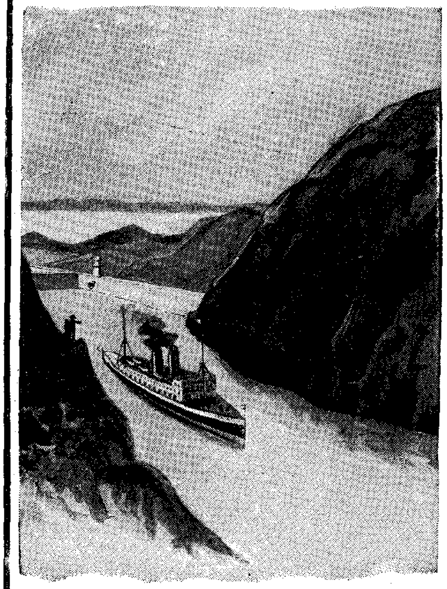
Against the fell Barbarian horde
Thy people stand, a living wall;
Now fight for God's peace with thy sword,
For if thou fail, a world shall fall!

Here is one of the best antiwar poems that has appeared for many a year. Mr. Griffin's energetic diction and graphic descriptions make his splendidly sustained poem a work of art as well as an argument. It was printed by the Boston *News Bureau*.

If!

By Bartholomew F. Griffin

Suppose 'twere done!
The lanyard pulled on every shotted gun:
Into the wheeling death-clutch sent.
Each millioned armament,
To grapple there
On land, on sea, and under, and in air!
Suppose at last 'twere come—
Now, while each bourse and shop and mill is dumb
And arsenals and dockyards hum—
Now all complete, supreme,
That vast, Satanic dream!—



Building
the Panama
Canal

In the construction of the "big ditch" hundreds upon hundreds of thousands of packages of **Grape-Nuts** food were purchased and sent to the Isthmus for army officers, engineers, clerks and laborers.

A pretty good endorsement of this famous food, don't you think?

Great things are accomplished when brain and muscle are well-fed—well-trained.

Grape-Nuts
FOOD

has become a sturdy factor in many an enterprise that requires creation and upbuilding.

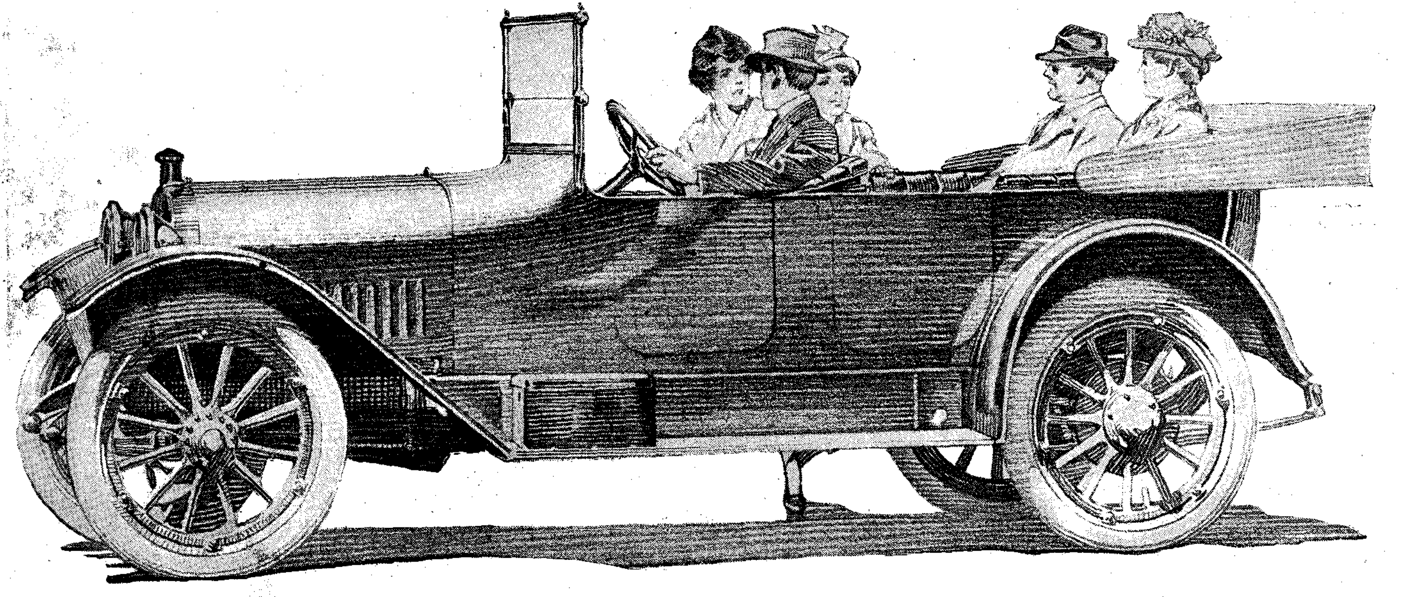
"There's a Reason"

Most every grocer sells Grape-Nuts—a food for muscle, brain and nerve.

15c the package—ready baked—ready to eat—crisp and appetizing—everywhere.

1915 Hupmobile

Car of the American Family



$1200

Complete

For the third time the Hupp Motor Car Company has produced a car which will prove immeasurably superior, we believe, to any that assumes to compete with it.

The first Hupmobile 20 made for itself, and held against all rivalry, an immense following, at home and abroad.

The "32" put the Hupmobile into another class, and surpassed the "20" in world-wide popularity.

This new Hupmobile bids fair to eclipse them both, as the very utmost a motorist can desire.

A highly specialized, individualized, Hupmobilized motor car, which gives you, we believe, more service and comfort for your money than you can find if you comb the market a dozen times over.

Listen to the details:

Specifications

More Power

Motor, $3\frac{3}{8}$-inch bore by $5\frac{1}{2}$-inch stroke; cylinders cast en bloc, with water jacket space between barrels; valves $1\frac{1}{2}$-inch clear diameter, mushroom tappets, with special shape cams, very quiet; valve spring chamber closed by oil-tight cover, so that contacts are made in an oil-bath. New shape combustion chamber, larger valves and larger cylinder bore produce more power. Multiple disc clutch, with thirteen 13-inch plates.

New Type Carburetor

Horizontal type bolted directly to cylinder block. Gas passage between cylinders, so that intake manifold is heated its entire length, assuring complete vaporization of even the heaviest gasoline.

Improved Oiling

A system already highly efficient made still better. Pressure feed from flywheel to main bearings and connecting rod bearings; cylinder walls lubricated by mist from crankshaft.

Modern Ignition

Ignition from storage battery, with automatic spark advance. Type rapidly being adopted by progressive engineers.

Single Unit Electrical System

Generator and starting motor combined, driven by silent chain from front end of crankshaft. Supplies current for starting, ignition and lighting. Makes motor non-stallable. Westinghouse 12-volt system.

Longer Wheelbase; More Room

Wheelbase, 119 inches; tires, 34 by 4 inches. Roomy five-passenger body; 2 inches more leg-room in front, 7 inches more in tonneau; full tufted upholstery; concealed door hinges, flush handles. Front springs, 37 inches long, practically flat; rear springs, semi-elliptic, 52 inches long, swung under axle; springs self-oiling. Brakes 14 inches in diameter.

Left Steer, Center Control

Steering wheel at left; gear change and hand brake levers at driver's right. Speedometer, starting and lighting switches mounted flush in center of cowl board. Speedometer drive from transmission.

Non-Glare Dimmer Headlights

Hupmobile design. Upper half of headlight glass corrugated. Kills reflector glare, complying with many city ordinances and giving full illumination on road. One bulb in headlights, dimmed at will through resistance in switch. No side-lamps.

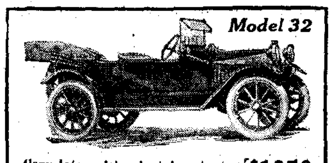
Equipment and Other Details

16-gallon gasoline tank in cowl; rain-vision windshield, fixed uprights, lower half adjustable for ventilation. One-man type top, attached to windshield. Crowned fenders, with flat edge and without beading. Tail lamp exclusive Hupmobile design, illuminates license plate and entire width of road for considerable distance behind car. Non-skid tires on rear; demountable rims; carrier at rear for spare rim and tire. Lighting and ignition switches controlled by Yale locks. Speedometer. Robe rail, foot rail and cocoa mat in tonneau. Color: blue-black with maroon running gear.

Price, f. o. b. Detroit, includes complete equipment.

Price in Canada, $1400, f.o.b. Windsor, with complete equipment.

Model 32



Complete with electric starter and lights, demountable rims, oversize tires, 33 x 4; tire carrier at rear. **$1050**

With regular equipment of top, windshield, gas lamps, etc., but without special equipment noted above, $950. Prices f. o. b. Detroit.

Price in Canada, $1230, f. o. b. Windsor, including electrical and other special equipment noted above.

Hupp Motor Car Company, 1243 Milwaukee Ave., Detroit, Mich.

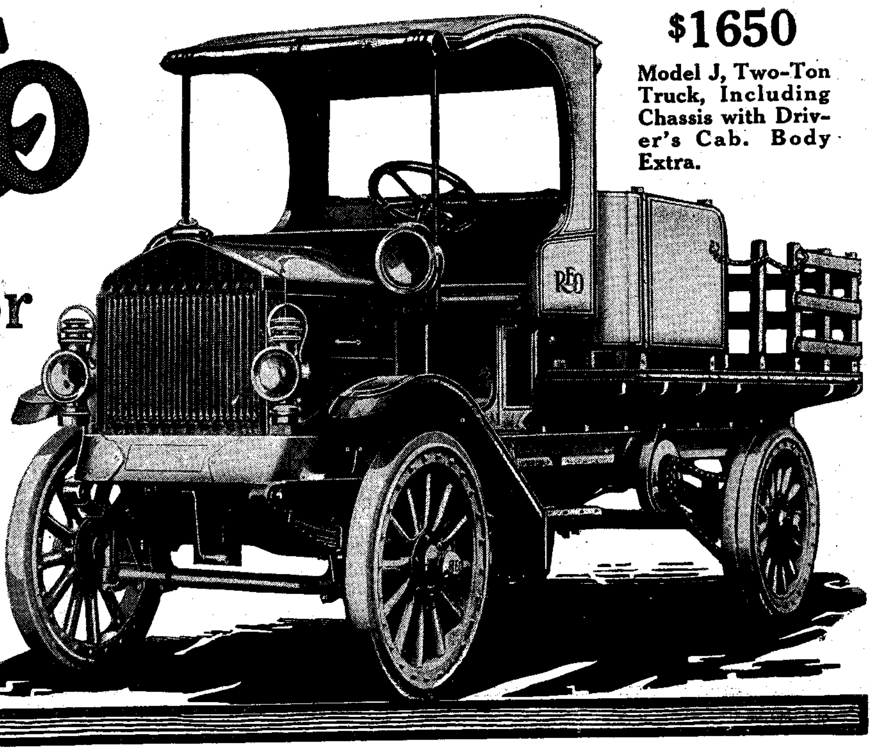
Improvements

Longer wheelbase
More room
Improved body
Improved upholstery
More power
Larger bore
Larger valves
Better carburetion
Improved combustion chamber
Special quiet cams
Valve tappets operating in oil
Improved motor lubrication
13 clutch plates
Intake manifold water jacketed
New type radiator
Improved steering
Easier clutch operation
Improved starting and lighting
Non-stallable motor
Improved ignition
Left drive
Larger pedal pads
Rear springs semi-elliptic
Longer front springs
Springs self-lubricating
Larger wheels
Larger gasoline tank
One-man type top
New windshield
Transmission speedometer drive
Lock on ignition and lighting switches
Automatic spark advance
Throttle lever on steering wheel
Ignition and lighting switches on cowl board
Exclusive non-glare dimmer headlights
Exclusive design tail light
Improved axle shaft and hub connection
Non-skid rear tires
Illuminated speedometer
Linoleum-covered running boards
New style top cover
New side curtains to swing open with doors
Crowned fenders
Heavier flywheel
14-inch brakes
Concealed hinges
Flush door handles inside

REO

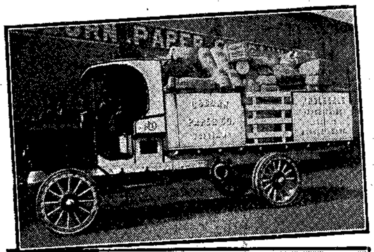
Motor

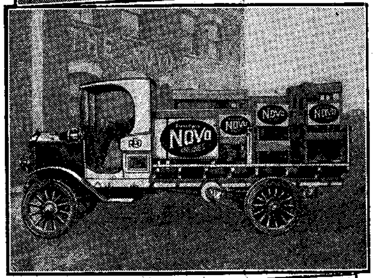
Trucks

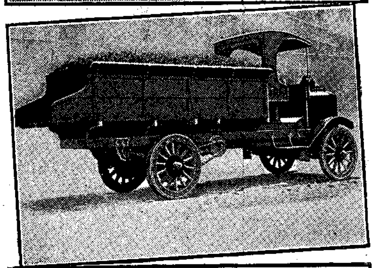


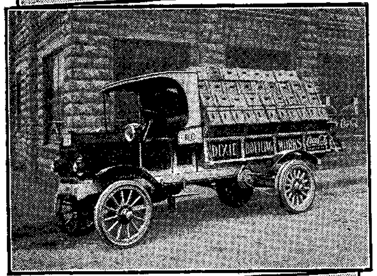
$1650

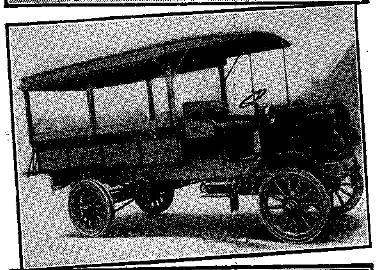
Model J, Two-Ton Truck, Including Chassis with Driver's Cab. Body Extra.

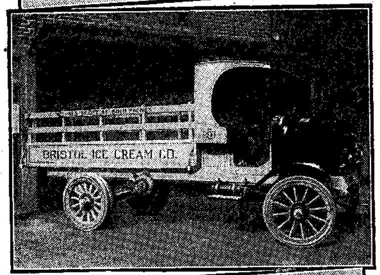












OREGON CITY
DIVISION
DAILY
SERVICE

149 Different Lines of Business Find This The Ideal Motor Truck

Be honest with yourself, and your business. Sit down and figure out how much your present wasteful method of hauling is costing you—how much you could save by bringing the Reo Motor Truck to your business.

The actual figures will surprise you.

Perhaps you have imagined the first cost of motor trucks too high for you. The average cost of 54 leading makes of two-ton trucks is $2701. The Reo Model J, a two-ton truck, everywhere acknowledged by experts as stronger and sturdier than other trucks of its rated capacity, sells for $1650.

The First Cost Your First Saving

Right at the start your investment for a Reo Motor Truck is lower than the first cost of two teams and wagons. It easily does the work of three or more teams.

Only one driver is needed, instead of three or more drivers for horse equipment. The saying in labor is a big item.

You save in the cost of operation. The Reo Motor Truck "eats" only when it is working. It goes just as fast and carries just as big a load the last hour of the day as when it starts out in the morning.

But the saving in time is the big item. Reo Motor Trucks will speed up every department of your business. As you deliver faster, you can build, sell, ship, assemble faster. Your whole business feels the spurt of this new form of energy.

Features That Mean Unbroken Service

The Reo Motor Truck is carefully designed to keep going day after day for years, without any lost time for repairs. It has exclusive features, found in no other motor trucks, that make this constant service possible.

A radiator built of 24 independent, interchangeable units. One or several units could be injured, instantly repaired or replaced, and the run continued. Or the truck will run until you are ready to repair it later.

Much more power than you will ever need is supplied by the Reo unit power plant, cushioned on a sub-frame away from road shocks or vibration.

Reo hydraulic governor keeps the truck to a safe speed. An irresponsible driver cannot go too fast, or allow the motor to race.

Reo right hand center control and left side drive give the driver quick and easy access to and from the seat. No expert driver needed; no time lost in handling the machine.

Reo impregnable armored frame, built to withstand hard service—even collisions—without showing weakness or flaws of any kind.

Your choice of two lengths of wheel base, 130 or 146 inches.

Set Your Truck to Work

If you are paying for a Reo truck now, in wasted time and money, you should set it to work at once.

Look the facts in the face. Figure your present hauling costs, and write us about them. We will reduce our case to cold figures. Then we will ask you to decide on no other basis than your own profit.

Write us for any information on motor truck hauling that you need. A Reo Motor Truck catalog sent on request.

1155 Reo dealers, scattered from coast to coast, are ready to tell you about the Reo Motor Trucks and explain Reo service. Call on the nearest Reo dealer, and talk the matter over with him.

YOU CAN DO IT
REO
WITH A REO

Reo Motor Truck Co.
Lansing, Michigan

Each field were trampled, soaked,
Each stream dyed, choked,
Each leaguered city and blockaded port
Made famine's sport;
The empty wave
Made reeling Dreadnought's grave
Cathedral, castle, gallery, smoking fell
'Neath bomb and shell;
In deathlike trance
Lay industry, finance;
Two thousand years'
Bequest, achievement, saving, disappears
In blood and tears,
In widowed wo
That slum and palace equal know,
In civilization's suicide—
What served thereby, what satisfied?
For justice, freedom, right, what wrought?
Naught!—

Save, after the great cataclysm, perhap
On the world's shaken map
New lines, more near or far,
Binding to king or czar
In festering hate
Some newly vassaled state;
And passion, lust and pride made satiate;
And just a trace
Of lingering smile on Satan's face!

This poem (from the New York *Evening Post*) is lacking in unity, and the suggestion of a general strike against war is scarcely novel. But Miss Thomas's lines glow with passion, and have therefore a vitality which art alone could never give them.

The Woman's Cry

By Edith M. Thomas

"All the posters were printed in red. 'Red!' cried the women, and there was some weeping among them; but the men for the most part took it quietly, seriously, and with sad submissiveness."
—St. Petersburg newspaper.

"Red!" cried the women by the Neva's tide. . . .
And what they're crying by the Neva's tide
They're crying, too, in France, the Beautiful,
And 'neath the lindens of the Fatherland.
And farther yet, on ancient Danube's banks!
What boots it that you cry, O woman-souls,
Your strong ones going hence—(I mark it well
In "sad submissiveness" they're going hence!)
Your strong ones are a herd; the lash is swung,
And dumb they go—they dream no other way!

"Red!" cried the women. I cry, too—in vain. . . .
I know what I would do, if but my wit
Equaled my swelling heart—and if my tongue
The Pentacostal gift of tongues might seize—
Not speech of courts, nor sinuous subtle phrase,
But peasant power of straight appeal to hearts.
Words like to glowing coals that neighbors pass,
From heart to heart—words like the ringing ax
When the arm swings it through the heart of oak,
Words like the fervid plowshare, driven deep—
Might I but speak their native speech to them,
In some four countries of this world, gone mad,
The children of the soil should hear me cry:—
Now, wherefore are ye driven forth to War?
Ye have not made it, and ye hate no man.

That ye would go to hunt him to his death
(He hunting you—yet bearing you no hate)!
Stand in your fields, your shops, and do not go!
Be ye not "mobilized," but stand like stones;
And if to prison ye be haled, and if
They rain upon your hearts their leaden rain
Because ye will not serve, stand till ye fall!
Ye can but die—but so, die innocent,
Having, yourselves, slain no man innocent!
So, fall, the protomartyrs Who Fought War,
Glorious and sacred on the lips of men
Who shall be, and their heritage *Your* Peace!
"Red!" cried the women. Let them cry no more.

REVIEWS OF NEW BOOKS

MAJOR PUTNAM'S EARLY LIFE

Putnam, George Haven. Memories of My Youth. 1844-1865. Two portraits. 8vo, pp. vi.-447. New York and London: G. P. Putnam's Sons.

Major Putnam (a real Civil War major is George Haven Putnam, altho he himself never uses the title now) stands for what is best in American life. Soldier, scholar, publisher, man of affairs, he has had an experience that falls to the lot of few men. Looking back now from the goal of his seventieth year, he recalls events and personalities which possess rare interest for his own and later generations, even for those to whom the Civil War is a tradition fast becoming legendary. It is a modest, manly account of military experiences and of his earlier career in the middle of the last century that Mr. Putnam gives. He was no feather-bed soldier, but saw hard service. He saw that kind of suffering which elicited from General Sherman his terrible definition of war.

Not the least interesting portion of his military service, from 1862 to 1865, and including the campaigns of Louisiana, Sheridan in the Shenandoah, and the decisive battle at Cedar Creek, includes experience in Libby and Danville prisons. The author's story of the hardships and straits of hunger endured by himself and his companions in Libby fully confirms the sinister reputation of that sinister prison. Mr. Putnam here gives one chapter only to Libby and Danville, having already told that story in another volume more fully.

Mr. Putnam's practical experience in the war and the opportunities he had of meeting famous men served to equip him with a fund of original information of which he makes lavish use. There are graphic portraits from life, notably one of Lincoln, whom he saw and heard at Cooper Union when the future war President was beginning to rise into national prominence:

> "The long, ungainly figure upon which hung clothes that, while newly made for this trip, were evidently the work of an unskilful tailor; the large feet and the clumsy hands of which, at the outset at least, the speaker seemed to be unduly conscious; the long, gaunt head, capped by a shock of hair that seemed not to have been thoroughly brushed out, made a picture which did not fit in with New York's conception of a finished statesman."

The plain, unheroic, physical personality of the speaker was, however, forgotten in the overmastering eloquence and earnestness which became apparent as the speech proceeded. The orator gradually gained absolute control of himself, "the voice gained a natural and impressive modulation, the gestures were dignified and natural, and the hearers found themselves under the influence of the earnest look from the deeply set eyes and of the absolute integrity of purpose and of devotion to principle which imprest the thought and the words of the speaker."

Of high interest and value as history is the author's account of the relations of Lincoln's Administration to the Governments of Louis Napoleon and Palmerston at the opening of the war. Mr. Putnam's narrative sets in a clear and interesting light the dangerous crisis which the cause of the Union underwent because of the active sympathy for the Southern cause which existed among those who held power in France and England. We should like, were there space, to speak at more length of the author's story at first hand, of the secret international diplomacy precipitated by the famous *Trent* affair, which in the event of success might have destroyed the Republic.

The "Memories" are by no means confined to political and military affairs, but are concerned also with the author's sojourns in England, France, and Germany, and with the interesting early history of the house of Putnam, which has had so distinguished a part in the development of literature in America. Mr. Putnam's experiences as a student in European universities just before the Civil War induced him to come home and enlist, are not the least interesting part of the book.

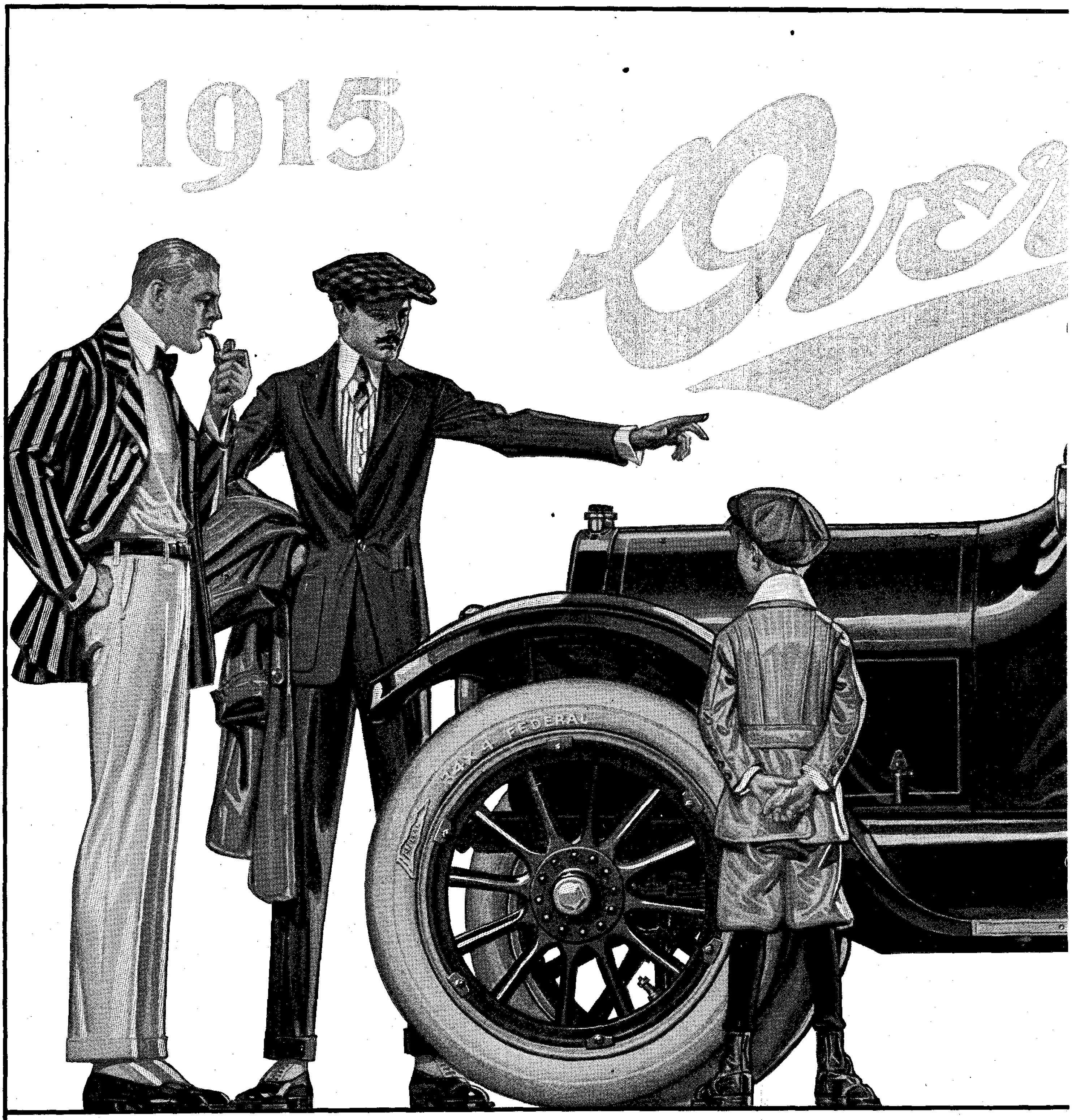
VON BÜLOW'S REMINISCENCES

Von Bülow, Prince Bernhard. Imperial Germany. Translated by Marie A. Lewenz, M.A. With frontispiece. Pp. 342. New York: Dodd, Mead & Co. $3 net.

Prince von Bülow is one of the distinguished men of Europe, and is the best known and most popular of the group of statesmen who have been at the head of affairs in Germany since the retirement of Bismarck. As Chancellor of the Empire his achievements were notable. He has had a large personal share in the policies which have resulted in the transformation of Germany, and his brilliant career has been coincidental with the political regeneration of his country and its definitive establishment as a great Power. The views and opinions of a man of this type are the result of a ripe and varied experience and have a special value for the student of contemporary affairs. When to these qualities are added literary form and the glow and coloring of historical imagination, there is little more to be desired.

Everything German—literature, art, politics, religion, philosophy—is so deeply rooted in the past that it is impossible to arrive at any adequate conception of the meaning of the present excerpt in the perspective of history. The scholarly author of the work before us is well aware of this truth, and his conception of the great epochs and events that crowd the history of modern Germany are always outlined against the background of the past

The opening pages of the book give a graphic account of the rebirth of Germany as a world Power, the remarkable development of the Empire's naval resources, and the growth of her commerce which established her as a rival of England, and an interesting discussion of the traditional British policy with regard to foreign nations. Other topics of world-interest which are discust at length by the expert are: The Triple Alliance, the German policy of armaments, the subject of agriculture and protective tariffs, and the peculiarly involved relations of German political parties.



New Stream Line Body—Electric Starter—Electric Lights—

This announces the latest Overland—Model 80.

This season we shall build 75,000 cars. This increased production again places us in the enviable and supreme position of being able to give still more value for still less money than any other manufacturer.

Model 80 has a brand-new full stream line body. Its full sweeping lines blend and harmonize perfectly with the balance of the symmetrical design.

The new crowned moulded fenders, new rounded radiator, new hood slightly sloped, and flush U doors with disappearing hinges, contributing the additional touches of exterior grace and modishness which distinguish costly imported cars.

The new tonneau is much larger—both in width and in depth.

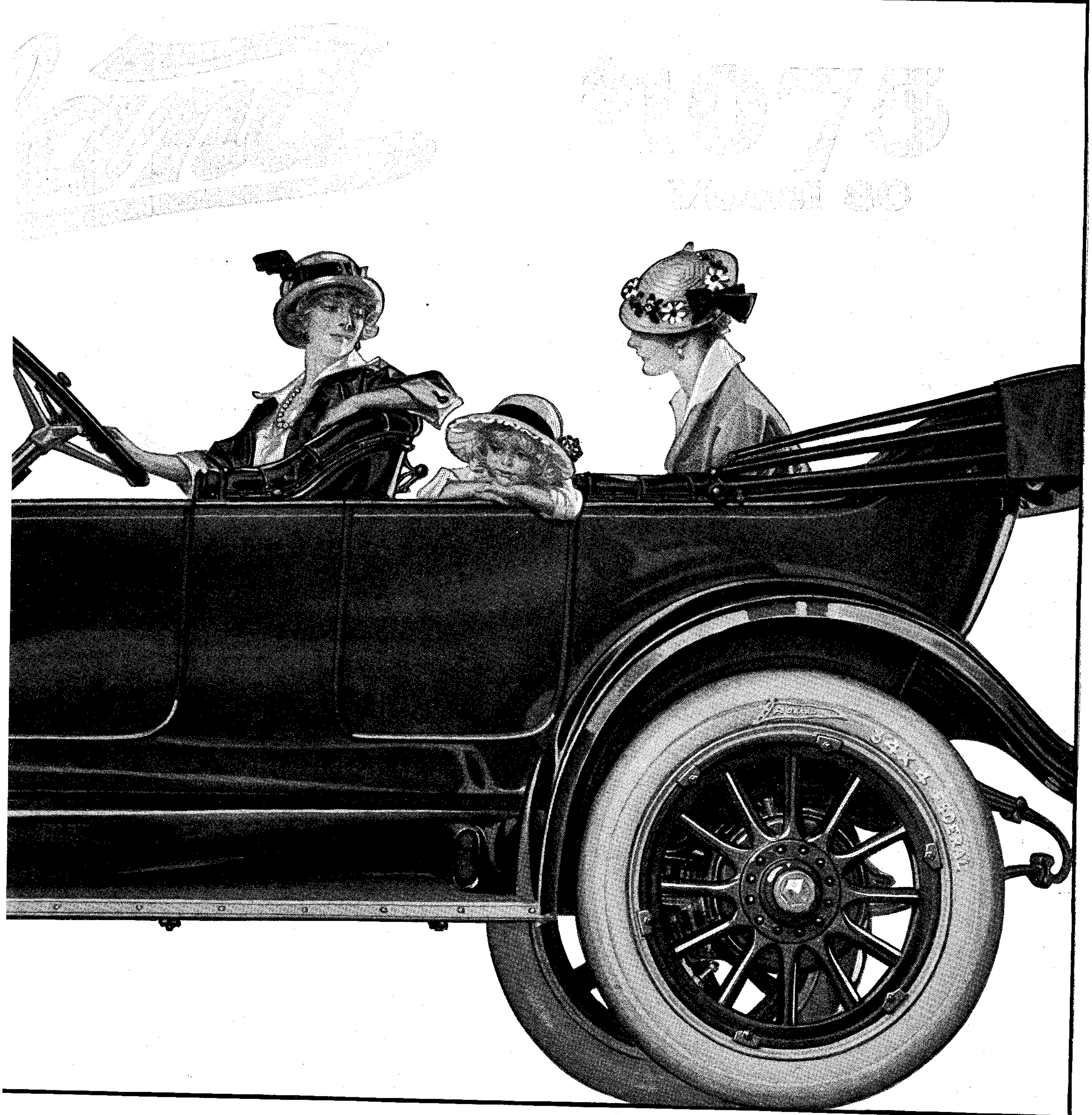
The new cushion
ably deeper and soft
underslung springs s
qualities. This mo
the highest priced ele
ing systems.

This model has
control.

The Willys-Overland Company, Toledo, Ohio

Two Passenger Roadster, $1050

(All U. S. Pric



rive—Larger Tires—Demountable Rims—Larger Tonneau

y is also consider-
w long improved
.l and easy riding
ɔed with one of
and electric light-

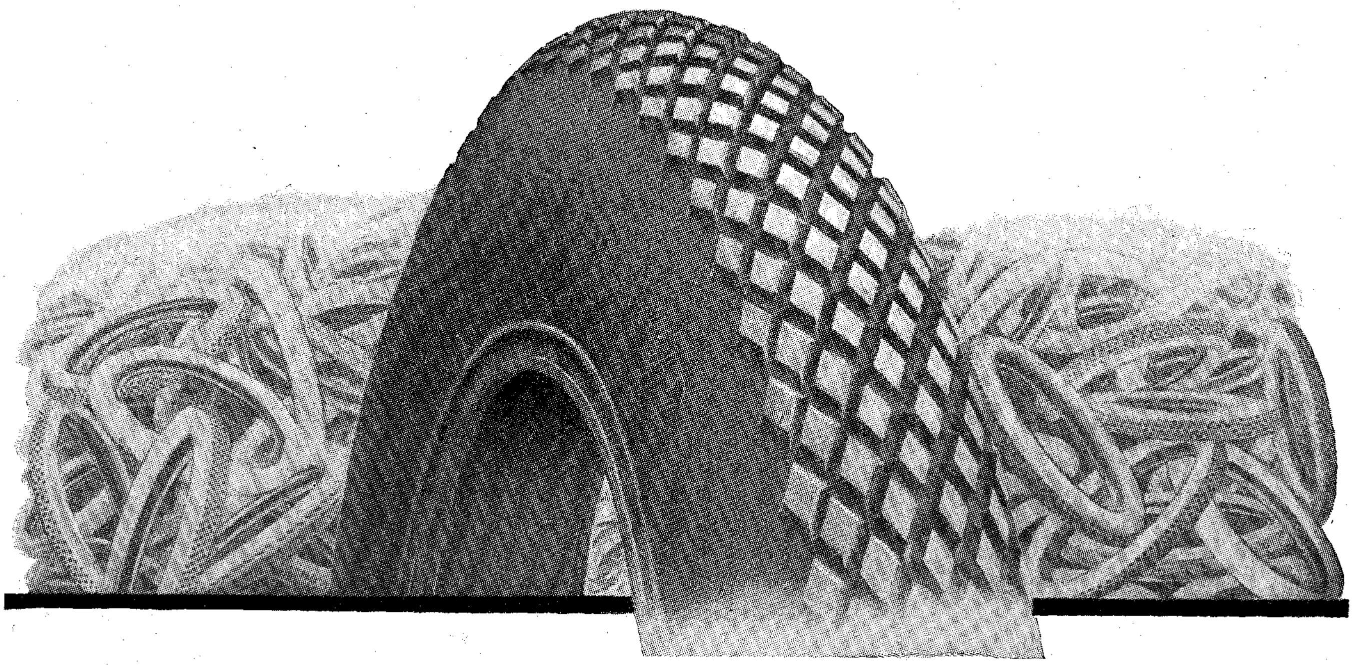
drive and center

The tires are larger this year, being 34″x4″ all around. These tires can be quickly detached from the rims which are demountable. One extra rim supplied.

There is a powerful, economical and quiet 35 h. p. motor. The wheel base is 114 inches long.

This car comes complete. Electric starter, electric lights, rain vision, ventilating built-in windshield, mohair top and boot, demountable rims with extra rim, jeweled magnetic speedometer, electric horn, robe rail, foot rest and curtain box. This new model is now ready for your inspection in practically every city and town in the country. Dealers are now taking orders. Make arrangements for your demonstration immediately. Handsome 1915 catalogue on request. Please address Dept. 17.

edo, Ohio) *Four Passenger Coupe, $1600* **The Willys-Overland of Canada, Limited, Hamilton, Ont.**



Tiredom's Upper Class

Dear Sir:

It isn't extra price which marks the upper class in Tiredom.

Fanciful things don't count here. Nor does exclusiveness. Tires are mere utilities.

And Goodyear prices—due to mammoth output—count just as much as other Goodyear savings.

Real Aristocracy

The real aristocrats in Tiredom are No-Rim-Cut tires. They outsell any other.

By exclusive features and extra quality they won the ruling place. These are the royalty of Tiredom as class is measured there.

Yet many makes of tires are selling for more than Goodyear prices.

Badges of Class

These things, in Tiredom, are the sole criterions of class.

No rim-cutting. We prevent that in a faultless way—a way which we control. It saves a ruin which is wrecking one old-type tire in three, as per our last statistics.

Fewer blow-outs. Our "On-Air" cure—used by us alone—saves the major cause of blow-outs. It adds to our tire cost $450,000 per year.

Fewer loose treads. A patent method—used by us alone—reduces this danger by 60 per cent.

Perfect anti-skids. Our All-Weather treads are tough and double-thick. They are flat and smooth, so they run like plain treads. Their grips are deep, sharp and resistless.

Lowest cost per mile. These features, plus low Goodyear prices, insure that to our users. And hundreds of thousands have proved it.

No Pose of Price

No-Rim-Cut tires don't pose as extra-priced. They once sold for more than rival tires, because of these costly features. But mammoth output and new efficiency cut that cost immensely, and you get all the saving. Our average profit last year was 6½ per cent.

First we saved you rim-cuts, blow-outs, and loose treads. Now we save you in the price per tire. As a result, men now are buying, on the average, 125,000 Goodyear automobile tires per month.

True Extra Value

We know but two ways to get extra value for an extra price. The price of some tires will buy you a half-inch wider Goodyear. That extra size, of course, means extra service. Or the price of three tires, extra-priced, will buy you four of Goodyears. And four tires will surely outlast three.

But, size for size, you'll never find a better tire than Goodyears. In the four ways cited you'll find none as good.

Remember that. High price marks class in some things, but it's a detriment in tires. It adds to dead expense.

Any dealer will supply you Goodyear tires at Goodyear prices if you tell him that you want them.

GOODYEAR
AKRON, OHIO
No-Rim-Cut Tires
With All-Weather Treads or Smooth

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

Toronto, Canada **London, England** **Mexico City, Mexico**

Branches and Agencies in 103 Principal Cities DEALERS EVERYWHERE **Write Us on Anything You Want in Rubber**

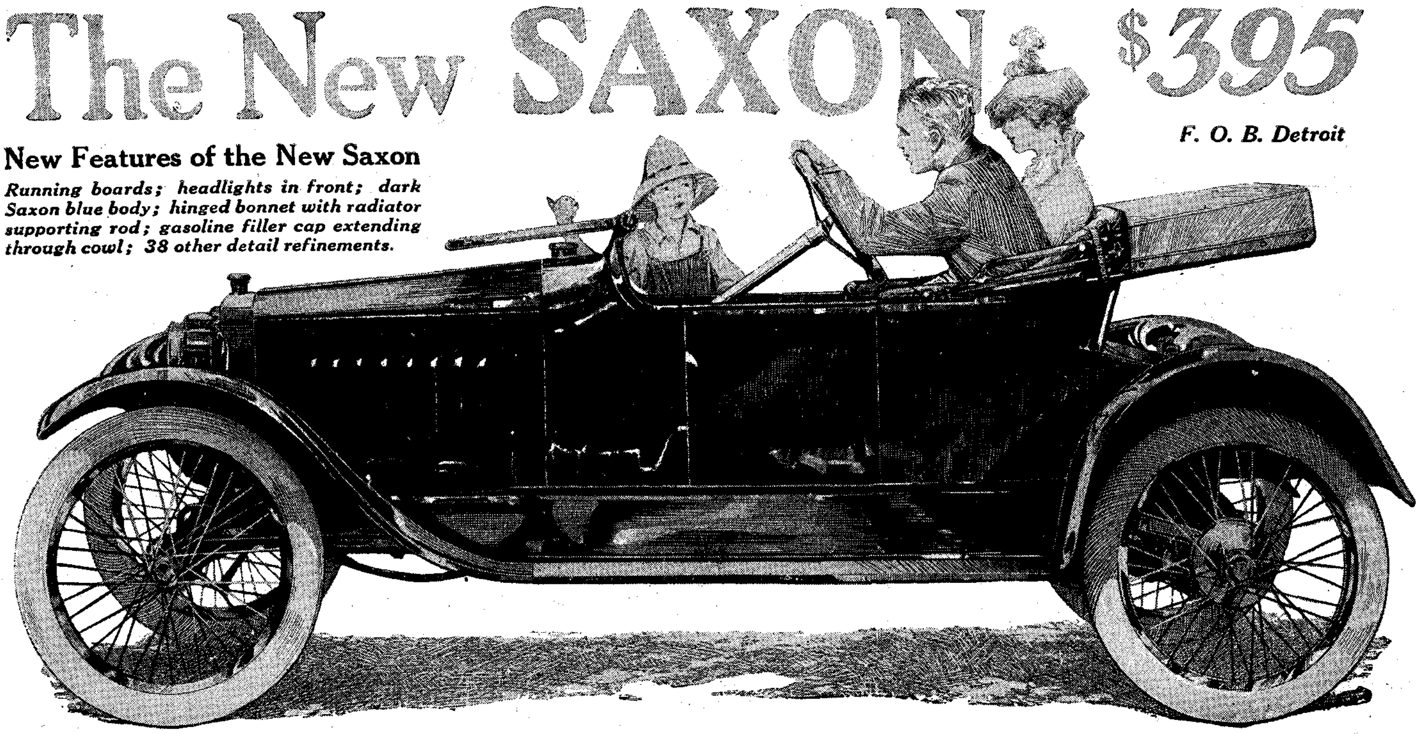
(1810)

The New SAXON $395

F. O. B. Detroit

New Features of the New Saxon

Running boards; headlights in front; dark Saxon blue body; hinged bonnet with radiator supporting rod; gasoline filler cap extending through cowl; 38 other detail refinements.



What You Want to Know

What you want to know about the Saxon car is *what it will do* under the conditions in which *you* would use it.

The best answer is to be found in what the Saxon *is doing* under all sorts of conditions all over the country.

Over 6,000 Saxons are now in use in owners' hands. Everywhere they are making good.

Makes Good in Hands of 6,000 Owners

The test of owners' use is the hardest to which any car can be put. Here are some of the things that owners say: "No road too difficult for the Saxon." "Wouldn't trade my Saxon for anything on four wheels anywhere near the price." "I drive my Saxon right over places where other cars balk." "It costs me 16 cents a day to run it." "Works like a $3000 car." "248 miles on seven gallons of gas." "Will do anything any other car will do and a little bit more," etc., etc.

Records of 27, 30, 33 and even 35 miles to the gallon of gasoline are common. Tire cost is amazingly low; repair cost practically nothing.

Wonderful Record in Public Tests

In difficult public tests the Saxon has also proved its staunchness and its economy.

On July 4 the Saxon demonstrated its independence of road conditions by completing a 30-day transcontinental trip from New York to San Francisco—3389 miles—averaging 30 miles to the gallon.

The same car previously ran 135 miles a day for 30 consecutive days—4050 miles—averaging 30 miles to the gallon and 150 miles per quart of oil, covering the entire distance on the original set of tires. In 60 days this car covered nearly 8000 miles, as far as the average owner drives in two years.

100 Saxon cars in as many towns all over the country made non-stop runs of 200 miles each—averaging 34.53 miles per gallon—less than one-half cent per mile for fuel.

Isn't This Commonsense?

If a Saxon will carry you 1,000 miles on $5 worth of gasoline, why invest in a car that eats up $15 worth in the same distance?

If a Saxon requires only $1 worth of lubricating oil in 1,000 miles, why drive a car which uses $3 worth?

If a Saxon tire costs $10, why pay $50 for a big car tire which will last only one-third as long?

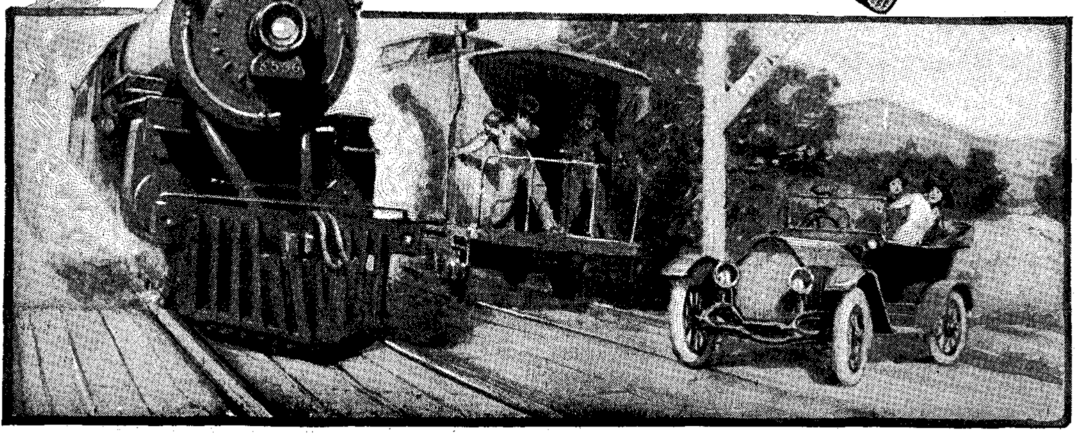
Finally, if a Saxon at $395 will go as far as any other car; if it will do what any other car will do and do it with equal comfort, why buy a car which costs two or five times as much to begin with and two to five times as much every day you run it?

Ride in the Saxon Today

The Saxon is ready—waiting for you. Don't put off the many and varied pleasures of motoring any longer. Think of the low price—consider the low upkeep cost, and then investigate the Saxon. If you can possibly do it today, take a drive in a Saxon. Our nearest dealer will be glad to give you this opportunity.

SAXON MOTOR COMPANY, Detroit, Dept. D.

Thermoid



When Disaster Is Near—Thermoid Holds!

You can *trust* Thermoid Brake Lining.

Suit yourself on make of car. You are pretty sure to get good value. But be firm on the matter of brake lining. Brake lining is a small thing—until Death dances in the right of way. Most good cars are equipped at the factories with Thermoid. That's because automobile builders and engineers *know* that Thermoid is absolutely reliable. If these makers don't dare to experiment with other brake linings, is it wise for you to be indifferent when your brakes are relined?

Insist at the garage that Thermoid be used. Examine it yourself and see that the trade-mark is stamped on the goods. Don't drive your car another day until you know that Thermoid lines the brakes.

And when you buy a new car be assured that Thermoid is in the brakes. Take that precaution for the sake of those who are to ride in the car.

The base of Thermoid is pure Canadian asbestos, interwoven and reinforced with solid brass wire. While in a comparatively loose state, this base has rolled into it, by giant rolls, a wonderful friction compound which impregnates and coats every asbestos fibre. Then the whole mass is hydraulically compressed—a compression of 2000 pounds—which reduces it to a solid, hard, practically indestructible substance—Thermoid.

Thermoid
HYDRAULIC COMPRESSED
Brake Lining—100%

It is a brake lining all through—efficient until worn as thin as paper. Thermoid cannot be burned out. It cannot dry up and crumble. It cannot crack. And it wears indefinitely—so long that it is an economical brake lining, although surely no one will think of the *cost* of brake lining!

Every garage in the country has Thermoid—or can get it.

Our guarantee—Thermoid will make good—or *we* will.

THERMOID RUBBER CO.
Trenton, New Jersey

Thermoid

PERSONAL GLIMPSES

THE POPE OF THE POOR

POPE PIUS X., whose death, caused it is said, by grief over the European war, occurred at the Vatican in Rome on August 19, began his life as the child of Italian peasants. From a barefoot tatterdemalion he rose within his span of seventy-nine years to a position that is considered by millions of people to be the most exalted in the world. Talent, displayed at an early age, was responsible for his great advance, together with his deep piety, his broad human sympathy, and his tireless energy. He was the "Pope of the Poor," always. The Brooklyn *Daily Times* narrates the events of his romantic and remarkable career:

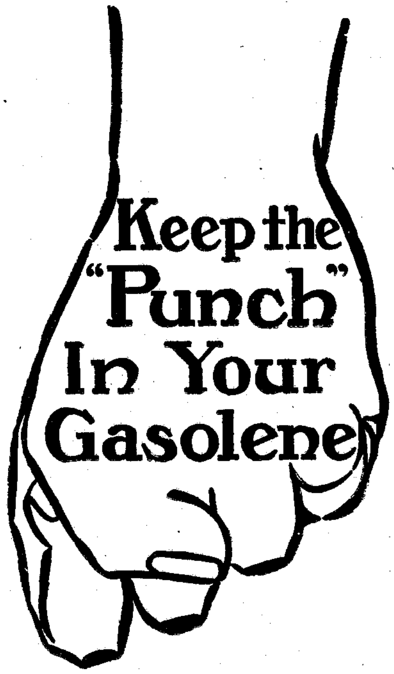
> His grandfather was a soldier in the papal army under Gregory XVI. His father worked in the fields and as communal carrier, struggling to maintain with his meager income the large family of two sons and six daughters. A small cottage was the birthplace of the Pope. He attended the parish school at Riese. His aptitude induced the family to send him to a school at Castelfranco, seven miles from home. To meet the expense, his father labored even more hours daily than had been his lot. The boy walked the long route to school. He was a faithful student, and by winning laurels justified the wisdom of the family in making sacrifices to further his education. Precious documents still preserved by his sisters are the certificates setting forth his eminence in the entire range of studies. They were especially proud of his proficiency in Latin. Joseph won a scholarship which enabled him to enter the seminary of Treviso and afterward that of Padua. He distinguished himself in the study of theology. In 1858, when 23 years of age, he was ordained a priest.
>
> From the first his greatest concern was for the poor among his parishioners. He barely allowed himself necessary food, and even sold his horse that the proceeds might be used to relieve the conditions of the unfortunate. On one occasion he gave away his own dinner. A poor man came to say that his wife was ill, the doctor had said she must have broth, and he had not the means to provide it. Meat was boiling in a pot for Father Sarto's dinner, and, without hesitation, he gave it to the man. Reproved by his sister, he answered that the man's need was great and there was nothing to do but give him the food. Then he smiled benignly and assured her that the Lord would provide for them.
>
> Until he was 31 he was employed as a country curate. In 1867 he was appointed parish priest of Salzano. There he worked faithfully for eight years and won the attention of those higher in authority by the tact and devotion with which he discharged his parish duties. He was made a canon of the cathedral, chancellor of the diocese and the spiritual director of the college. Thereafter he became dean of the chapter, served in an interregnum as vicar-general and was appointed suffragan.
>
> In 1882 he passed to the diocese of Mantua, where for two years he was rector of the seminary. He attracted the attention of Leo XIII., who in 1884 created him bishop of that city. The diocese was at that time in a condition of ferment. There had been continued clashing between the episcopal and government authority, and there was in the field a strong political force opposed to the Church. The tact, patience, and the kindly manner of the bishop harmonized these conflicting interests. The diocese of Mantua, which had been noted for its turbulence, became a model, and other bishops were exhorted to bring theirs to as high a standard.

In June, 1893, he was made a cardinal and Patriarch of Venice. His work there in settling disturbed conditions and in reconciling church and state was the replica of his efforts exerted in every station in which he was placed. Here, too, he found himself at the mercy of the poor, whose prayers he could not hear unmoved. It is related that he even pledged his magnificent episcopal ring and other valuable possessions, always with the excuse that he needed nothing, while the poor had need of more than he could give them. But withal he was by no means uncapable, in spite of his too-kind heart, and he is still spoken of as the best administrator Venice has had in 200 years. Of his election to the high office held at the time of his death, we are told:

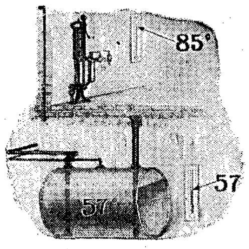
> When the Patriarch left Venice to attend the conclave called to elect the head of the Church the people hailed him as the next Pope. He remonstrated with them, saying that such an event was beyond the range of possibilities. In the conclave he was urged for the high office, but he put aside those who proffered their support and begged that they find another candidate. When the ballots began to turn strongly his way he became his own most strenuous opponent. He took the floor to entreat the Sacred College to desist from the idea of electing him, and strove to show wherein he lacked the requisite necessary to equip him to occupy the papal throne. But his words had a contrary effect. In the dignity, the humility, and the great breadth of learning disclosed in these discourses the Patriarch stood before his colleagues as the one man to be placed at the head of the Church. He was chosen on the sixth ballot.

His natural modesty and dislike for all extravagance resulted in some radical reforms being instituted in the procedure in the Vatican. He was above all intensely democratic, with little patience with convention or precedent. Peasants were as welcome to the Vatican as princes, and received his blessing quite as readily. Further:

> With quiet decision he did away with many forms of etiquette which had endured for centuries. Early he abolished the custom requiring visitors to genuflect three times in coming into the presence of the Pope, to kiss the cross upon his right slipper, and to remain kneeling while in his presence. He would have none of it. Instead he greeted his visitors without formality, chatted in good old fashion, and usually accompanied them to the door when they retired.
>
> Many incidents resulted from this independence of custom, and to the Pope they brought quiet amusement. For instance, he abolished the century-old custom of requiring every one to vacate the gardens or galleries of the Vatican when



A Bowser Underground Outfit keeps the "punch" of your gasolene in. Saves the "gas" in gasolene. Keeps out dust, dirt and fire. Saves floor space. Delivers exact predetermined quantities of gasolene any distance into the car at a single stroke. Prevents leakage—spillage—theft. Adds to the efficiency of your car and garage.



BOWSER ESTABLISHED 1885

Safe Oil Storage Systems

Cost soon saved in oil and power. Ride on "Bowserized" gasolene and note the stronger pull—the quicker action—the added mileage. Think also of the utter *safety* of your garage and the added *convenience.*

Also in Stores, Factories and Railroads

Save oil, time and money here also. No waste. No "loafing" at the oil barrel. No lost oil. No lost motion. Just speed, economy, efficiency.

Write today regarding the particular Bowser system for your garage, store or factory. Use the coupon.

To Dealers

We can now make Dealers an attractive proposition to handle our Private Garage Line. No stock to carry. Write for details.

S. F. Bowser & Co., Inc.
203 Thomas Street,
Fort Wayne, Indiana, U. S. A.

Canadian Factory, 308 Frazer Avenue, Toronto, Ontario

COUPON

S. F. BOWSER & CO., Inc.
203 Thomas St., Fort Wayne, Indiana

Without expense or obligation on my part send me particulars regarding a Bowser Oil Storage System, as advertised in the Literary Digest, for the purpose indicated with an (X)

( ) Private Garage ( ) Power Plant
( ) Public Garage ( ) Dry Cleaners
*( ) Manufacturing †( ) Stores

*STATE WHAT YOU MANUFACTURE †OR SELL

Name__________
Street__________
Town__________ State__________

The Melting Pot

The Extra Guarantee

✠ Extra Experience
Extra Value
Extra Security
Extra Organization

Into the crucible go the ideas of many men—of many firms—many great manufacturing centers—many countries. They melt and blend, and from their fusion comes a motor free of the dross of inexperience, of guesswork, of freakishness,—comes a fusion, clean, refined—a Continental Motor.

CONTINENTAL MOTORS
America's Standard

Continental Motors

Over one-hundred firms—American and European—use the Continental Motor in some of its several models. Weigh the importance, the significance, of their combined OKay! Judge the soundness of design that passes more than a hundred censorships; of the sureness of construction that five-score companies link their reputations with!

No motor ever designed has had so broad a foundation in experience. Has had so many years of success behind it. Has drawn so to itself the finest flower of the automobile industry since its very beginning.

This is the *extra* guarantee of experience that is back of every Continental Motor. Demand it in the car or truck you buy.

CONTINENTAL MOTOR MFG. CO., Detroit, Mich.

Largest exclusive motor builders in the world.

Factories: Detroit—Muskegon, Michigan

the Pope walked therein. His first ride through the grounds was in an open carriage, which he insisted upon having, even tho another precedent was shattered.

He abolished the custom of communicants kissing his ring when receiving communion from his hands, holding it to be a source of distraction for the communicant. Instead of being carried into St. Peter's or the Sistine Chapel on the sedia gestatoria, with the six palafreniere (white ostrich fans used to fan the Pope), he preferred to walk. He also did away with the prohibition against receiving any of the civil authorities of Rome or representatives of the Italian Government, and his warm friendship for King Victor Emmanuel III., dating from the period when he was Patriarch of Venice, did much toward alleviating the strained relations between the church and state, and may be the means of paving the way to an ultimate reconciliation.

BLOODLESS WAR AT HOME

WHY go abroad for war? See America first! It not only saves the expense of travel, but if you are satisfied with such appalling conflicts as have recently been fought in the neighborhood of Sea Girt, New Jersey, where the country has reeled with supposititious carnage and hypothetical destruction of life and property, you can enjoy all the thrills of combat without the slightest danger, and experience the feelings of a war correspondent without so much as a severed telegraph-wire to mar your content. The New York *Tribune* prints an account of this New Jersey war, sent by a survivor the day following some of the fiercest encounters:

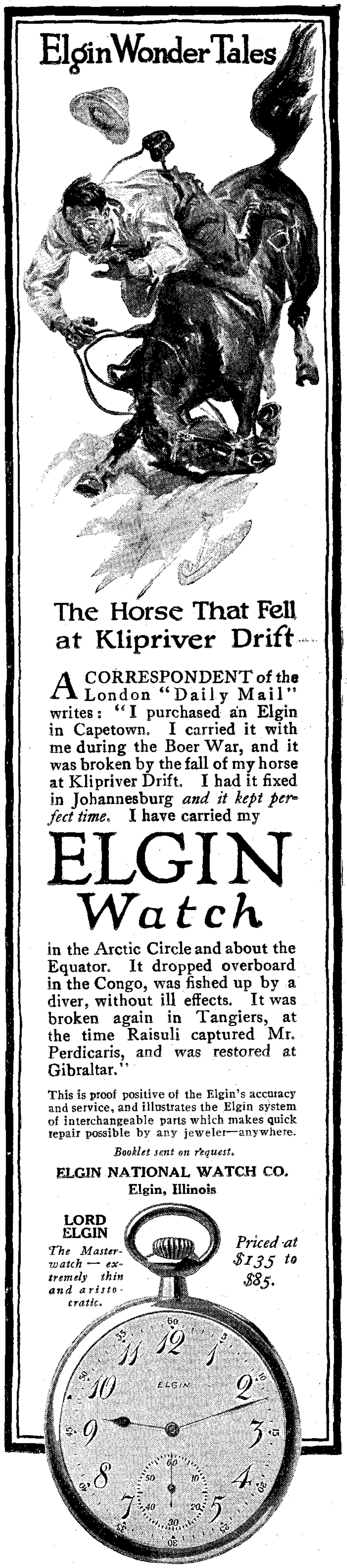
> Two battles were fought yesterday in the vicinity of Allaire and Allendale, and the countrysides are reeking with the theoretical blood of at least 600 men of the 5th Infantry, New Jersey National Guard, who gave their "lives" that their companies might be glorious in the eyes of those they left behind them. All of those who did not fall on the field of battle reported at sick-call to-night to have the pains of sunburn and blistered feet allayed.
>
> The first battle was won by the "Blues," who captured a convoy of five wagons laden with supplies for the "Reds."
>
> Ambushed in the woods, the "Blues" waited until the advance guard of the "Reds" had passed on ahead and then opened fire. Volley after volley sounded across the road, and the "Reds," realizing that mere supplies are nothing compared with life, retreated to the woods. Their discretion was rewarded and they were allowed to live, and the "Blues" made off with their supplies.
>
> The "Reds" had their revenge when the "Blues" tried to repeat their previous tactics by springing what they intended to be a surprize at Allaire. A detail of "Reds" was there guarding a train of supplies that was blocked in transportation by a dynamited bridge. Two companies of the "Blue" army were dispatched to capture the train and supplies. Tired and dusty after their five miles' march, the "Blues" descended upon the "Reds" and the battle began. The "Blues" believed that the detachment they were attacking consisted of not more than one company, the number of the original guard, but the "Reds" had received word of the projected attack from their scouts and had rushed out two more companies to aid in the defense.
>
> The "Blues" made a gallant fight to rout the enemy, but the steady stream of blank cartridges the "Reds" poured down upon them had a telling effect and the "Blues" were compelled to retreat. There was no Washington to come to the rescue and snatch victory from the jaws of defeat, as in the battle of Monmouth, which was fought near the same spot many years before. There was nothing to do but retreat as fast as possible.
>
> After the strife was over the dove of peace descended and the two detachments made their way back to camp. Bygones were bygones and hostilities were forgotten. The soldiers, tired and dirty, feeling like campaigners who count their experience by wars instead of battles, ate their dinner and "rolled in" and were asleep before taps was sounded.

THE MEN WHO FIGHT

IN *The Journal of the Military Service Institution* Captain G. de Grasse Catlin, of the Twenty-eighth Infantry, U. S. A., gives an account of the most picturesque of all the troops that are engaged in the European war, the French *chasseurs à pied.* The Captain spent some time not long ago in Vincennes, not far from the French capital, where is a small garrison of different branches of the service. He remarks particularly upon the hardihood of these small soldiers, who drill continuously, often under the worst possible weather conditions, showing "an apparent utter indifference to wet clothes, wet boots, colds, or rheumatism." Noticeable also is the great difference in size between the huge mounted dragoons and the extremely small stature of the infantry. He says:

> When I spoke of this fact to a reserve officer, he would not agree with me as to the advisability of putting less weight on the horse, but insisted on the necessity of putting more impact power into the charge. Moreover, he told me that small men were selected for the *chasseurs* because of their greater endurance and better marching powers. Two or three days after settling in Vincennes the writer was inside the fort, talking to one of the officers of the battalion, when a detachment of men going to the battalion kitchen marched past. It is no exaggeration to state that it would be a physical impossibility for a man six feet or thereabouts to put his feet down as fast as did these powerful little men They use this cadence everywhere, and at all times where they can set their own rate of march, and in the field keep it up for hours.

Captain Catlin found the officers in the garrison to be marvels of neatness, notwithstanding the extremely small pay that he knew them to receive. He speaks


Elgin Wonder Tales

The Horse That Fell at Klipriver Drift

A CORRESPONDENT of the London "Daily Mail" writes: "I purchased an Elgin in Capetown. I carried it with me during the Boer War, and it was broken by the fall of my horse at Klipriver Drift. I had it fixed in Johannesburg *and it kept perfect time.* I have carried my

ELGIN Watch

in the Arctic Circle and about the Equator. It dropped overboard in the Congo, was fished up by a diver, without ill effects. It was broken again in Tangiers, at the time Raisuli captured Mr. Perdicaris, and was restored at Gibraltar."

This is proof positive of the Elgin's accuracy and service, and illustrates the Elgin system of interchangeable parts which makes quick repair possible by any jeweler—anywhere.

Booklet sent on request.

ELGIN NATIONAL WATCH CO.
Elgin, Illinois

LORD ELGIN
The Master-watch — extremely thin and aristocratic.

Priced at $135 to $85.

LISLE 25¢ SILK 50¢

Boston Garter
Velvet Grip
Holds Your Sock Smooth as Your Skin
If you desire an unusually fine garter buy the 50c. grade
GEORGE FROST CO., MAKERS, BOSTON

Books That Build Mental, Moral and Physical STRENGTH

The Heart and Blood-Vessels
Their Care and Cure and the General Management of the Body. By **I. H. Hirschfeld, M.D.** Get this important new book. It shows you *how to* be sound and happy, and avoid the discomforts and dangers of breakdown—How to reconstruct a mismanaged or "run-down" body. Plain, practical guidance along the lines of simple, natural living, by a physician of unquestioned authority. *Cloth bound. $1.25 net; by mail, with average carriage charges, $1.37.*

Personal Power
By **Keith J. Thomas.** In this book the author clearly points out ways to develop will-power, mental concentration, and winning personality. He gives practical directions for acquiring the faculty of reading men, and understanding human nature, including those basic impulses that move men to definite action. In a word—the book fits men for *leadership. Cloth, 300 pages. $1.75 net; by mail, with average carriage charges, $1.87.*

The Education of Self
By **Dr. Paul Dubois,** *author of many standard works on mental science.* "This book shows the priceless value, mental, moral and physical, of the habit and power of self-control. It tells the ordinary man or woman just how to go to work and how to continue, in order to secure the benefits of such a valuable habit of life. The discussion is always philosophical and charmingly direct and personal."—*N. Y. Times. Cloth. 350 pages. $1.50 net; by mail, with average carriage charges, $1.62.*

The Education of the Will
By **Jules Payot, Ph.D.** *A famous book.* Dr. Payot shows how one may begin to educate the will, and how the habit, once formed, will grow stronger each day. He is no *theorist;* he is intensely *practical. Cloth. 450 pages. $1.50 net; by mail, with average carriage charges, $1.62.*

Nervous Breakdowns
And How to Avoid Them. By **Charles D. Musgrove, M.D.** Any man who sets out to accomplish important, and therefore necessarily trying work, is obliged to equip himself with some knowledge of the nervous system—its possibilities, capabilities, and its liability to exhaustion. Truly, as Dr. Musgrove says, "It is the natures of finest fibre which accomplish the most, and it is they who are most liable to give way beneath the strain." *12mo, cloth. $1.00 net; by mail, with average carriage charges, $1.08.*

Funk & Wagnalls Company
354-60 Fourth Avenue, New York

Stirring Inspiriting Books Which Point the Way to Added Power and Poise

of them as "fine examples of officers bearing the stamp of command and good breeding." Further, he remarks:

> I was somewhat curious to see the working-out of military courtesy, especially in public places, where officers and men were thrown together. The absence of spectacular saluting spoke volumes for the good sense and humanity prevailing in the French Army. In public carriers, such as the trolley-cars and subway, there was never awkwardness or hesitation about what to do. If a soldier were seated and an officer entered, there was no unnecessary standing at attention, but were the officer, in entering the car, to pass a soldier standing on the rear platform, the fact that the man had paid for his ride did not cause him to seem unconscious of the officer's presence or to find a sudden interest in the landscape on the other side of the car, but up came his hand—if the crowd allowed him—with perfect promptitude and in a finished salute.
>
> Officers salute their superiors with the same precision that their men use to them. All non-commissioned officers were saluted. The writer has seen some laxity by privates in saluting corporals, but never any in saluting sergeants. I was told that not much could be expected from corporals in maintaining discipline, as the familiarity engendered by their living with the men of their organization made this impossible. My informant also gave me this interesting news: if a captain, in inspecting his company, found something at fault with a private, he went after his corporal, not the private.

Probably the troops that arouse the greatest general interest in America are the British soldiery. Rudyard Kipling has given us an insight into the mental and moral make-up of Tommy that has left us with a friendly feeling for every Mulvaney and Ortheris in the ranks. The Nashville *Banner* sums up the advantages that British troops may be assumed to have in the war, as follows:

> Great Britain has no such large standing army as those of the continental nations, but her soldiers have seen more actual service and have done more arduous campaigning than those of Germany.
>
> Practically all of the British soldiers who survived the Boer War are still available for military duty. So are those who followed Kitchener in the Soudan, and some who went with "Old Bobs" from Kabul to Kandahar.
>
> British soldiers have fought under the greatest difficulties in the mountain fastnesses of the Punjab, in the sandy deserts of Africa, on the barren veldt of the Transvaal, and in the tropical jungles of India.
>
> Tommy Atkins has been much about the world and has encountered fierce adversaries—Boers, Afghans, Zulus, and last, but not least, "Fuzzy Wuzzy" of the upper Nile region:
>
> "A poor benighted 'eathen,
> But a first-rate fighting man.'
>
> Great Britain can raise an army with a nucleus of men who have seen harder service and done more actual fighting than her present adversaries have. Her wars have afforded a splendid training for officers. Germany has no commanders with such experience in the field as Lord Kitchener.

All the world is wondering how Germany, with its intensively cultivated army, will fare on the field of battle. German faith in the country's military force is supreme and is exprest in the statement that "it is the most efficient fighting force in the world." There have been, however, some doubts exprest on the other side that seem to be not without point. These are mainly on the ground that in tactical skill and mobility this great force with its superlatively trained millions may fall somewhat short of the demands made upon it. The Manchester *Guardian* gives what is reputed to be the Japanese criticism of the German soldiers:

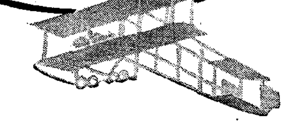
> Japan is said to have declared that had the Russians been German; Japan would have beaten them in half the time required to win from Russia. The opinion is based upon the theory that the German soldiers are "pedantic." They have been trained to military life during forty years of peace under a system that has been superseded by the developments in armament. The German soldiery facing the rapid fire of the machine guns in the hands of experts may become, it is thought, far less imposing than the German soldiery on parade or in tactical maneuvers. This is suggested because of the assumption that the German system of training and of massing in huge units opens them to peculiarly heavy losses from artillery fire. Such information as has come from the fortresses about Liège leads to the belief that the German theory of massing troops is still adhered to and that a system of attack which gives the soldier a chance to use his own initiative in protecting himself is not in the German code.

The Lowell (Mass.) *Courier-Citizen*, however, rallies to the Teutonic standard and criticizes the above statements as follows:

> The assertion that Germany has a peace-trained army is also true of France in spite of the fact that French soldiers in small numbers have been at war in Africa. Russia has felt the sting of battle in recent years, but England has not called out great masses of reserves lately. The Germans may have a better trained reserve than the others, but when all these nations put their greatest strength into battle there will be thousands upon thousands who will be under fire for the first time, a sensation not wholly pleasant. German soldiers do not lack courage. Men the world over do not lack courage. But place any or all of them in one mass within range of well-aimed rapid-fire machine guns and courage may well quail. If Germany is still using the old style the coming test will be useful as an exposition of tactics. The carnage is certain to be staggering, but the result is yet to be forecasted in spite of Japan's light regard of German power.

A peculiar incident of the war is noted

REGAL



$1085 INCLUDING ELECTRIC STARTING & LIGHTING

Nation-Wide Performance

YOU may have thought, as some did, that what we said of the new Regal was too good to be true. But nation-wide demonstrations have more than made good our statements. Here are actual facts of Regal performance—facts that far outshine our most enthusiastic claims. Read them—if only to see what's possible for a properly designed, properly built car at a popular price.

"Impossible Hill!"

16th Street Hill, Des Moines—locally called "Impossible Hill" because of the lack of straightaway to "get up steam"—has humbled many a high-powered car.

But! ". . . to our surprise the new Regal negotiated this hill, making the short turn at the bottom and going up over the hill at 18 miles an hour ON HIGH," recounts George Means, Des Moines Regal distributor, and adds: "It was something I had never known a car to do before."

20 Miles to the Gallon

"We averaged 20 miles to the gallon on the 1000-mile trip," writes the T. G. Northwall Company of Omaha. And remember this wasn't in a freak gasoline test, but "under all road conditions and taking every hill with a load on high." That's from a layman driver—not a skilled engineer with a head-full of economy tricks.

Up Lehigh Mountain—Bull Dog Grit

Downright grit—inexhaustible stamina—won Philadelphia to the Regal. Lehigh Mountain, both sides, witnessed Regal demonstration victories. Hills like Tam-O'Shanter, Speedway, Black Dirt, City Line and the rest were flattened out without exertion. "We climbed them in High Gear and did not have to start up with the motor racing until it was ready to jump out of the hood," is the testimony of William Bartleman.

New England Endorses New Regal

W. L. Russell, Boston automobile distributor, took nobody's say-so, but drove the car himself "through western Massachusetts," as he tells it, "up into Rocky Vermont, across the mountains into New Hampshire and back through eastern Massachusetts." And here's his verdict: "The car performed nicely, has exceptional power, perfect riding qualities, roomy comfort for 5 passengers, and there is nothing lacking, including striking beauty of lines."

New York, St. Louis, Kansas City, Indianapolis—EVERYWHERE

At 25 miles an hour, climbing Hospital Hill, Kansas City—as the Regal did—is an astonishing feat. It is almost the fastest speed this hill ever saw, J. F. Moriarty of the Moriarty Company relates; and, further, "the Regal performs on all our hills in whirlwind fashion. Congratulations on a great car and a beautiful one."

Crow's Nest, Indianapolis, distresses most cars, but the Regal's climbing-gift took it up in HIGH GEAR. Mastering St. Louis Art Hill in high sold two cars to Bowling Green, Mo., men.

New York's love of beautiful things wreathed Regal with instant success—*a regal success!*

Hills of San Francisco and Seattle, altitudes around Denver and sands of Michigan were a few of a thousand Regal triumphs. We have the letters and telegrams. The statements came true.

Where you live, in all probability, a Regal performance-test was made. We'll be glad to tell you about it—or to make a special one for your benefit.

Impregnable Strength

Judge the $3,000,000 company behind this great car by its seven years of known success, its ability, its factory production, its factory efficiency—know, by these facts, that your car has service-backing and that is insurance of motor car satisfaction. For it speaks impregnable strength.

MUCH-SOUGHT NEW FEATURES

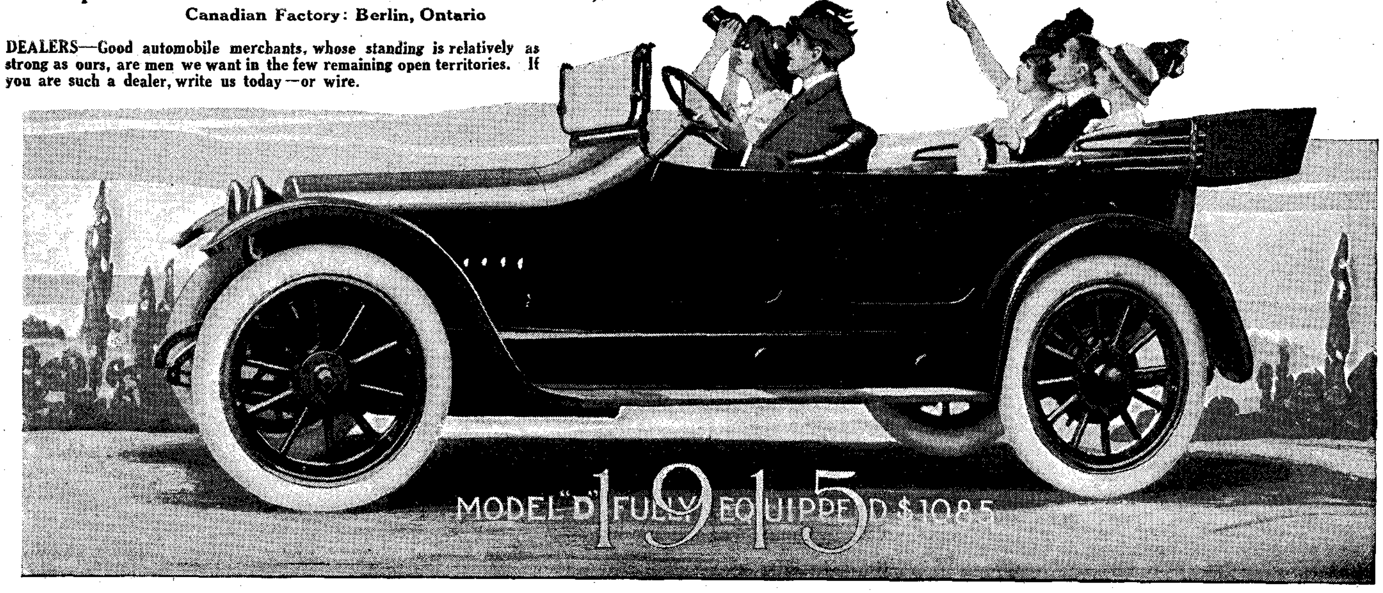
Direct Electric Starter
Electric Lights, with "Dimmer"
Electric Horn
Simplified Electric Wiring
Removable Motor Head
Gasoline-Saver Valves
Extra Size Brakes—12 inches
Hidden Radiator Cap
Left-Side Drive
Center Control
300 to 500 lbs. Less Weight
112-Inch Wheel Base
Unusual Foreign Design
23-Inch Tonneau Doors
47-Inch Rear Seat
Adjustable Wind Shield
One-Man Top
Inside Curtains

Your copy of the new Regal folder is stamped and ready to mail when your name is affixed. It contains many new facts. Write today to

REGAL MOTOR CAR CO.

216 Piquette Avenue **Detroit, Mich.**
Canadian Factory: Berlin, Ontario

DEALERS—Good automobile merchants, whose standing is relatively as strong as ours, are men we want in the few remaining open territories. If you are such a dealer, write us today—or wire.



DODGE BROTHERS

Detroit

who have manufactured the vital parts for more than

500,000

motor cars, will this Fall market a car bearing their own name.

by a correspondent of the New York *American*, who has recently been through several of the great Brussels hospitals and noted the condition of the wounded Belgian soldiers. These soldiers have carried on the defense of their country with a valiance which the fighting men of any nation might admire and envy. The writer remarks:

> Two facts struck me very forcibly. The first was the very large number of Belgian soldiers wounded only in the legs, and, secondly, many of the soldiers seem to have collapsed through sheer exhaustion.
>
> In peace times one sees and hears little or nothing of extreme exhaustion, because in times of peace the almost superphysical is not demanded. War brings new conditions.
>
> These Belgian soldiers were at work and on the march during two stupendous days, practically without a moment's respite. They went, literally, until they dropt. As a medical man, their condition interested me enormously.
>
> What force of will to fight and struggle until the last gasp! The exhaustion one sees often in heat strokes and in hot climates is commonplace, but this type of exhaustion is, by itself, the final triumph of brave spirits.
>
> The victims presented a very alarming appearance when first I met them. They seemed almost dead; limp, pale, and cold. Recovery usually is not protracted; in every case the men knocked out in this manner exprest a fervent desire to return at once to the ranks.
>
> So many Belgians have been shot in the legs that this fact has aroused considerable surprize in medical circles. It is not a matter of chance.
>
> When German prisoners came in and were interrogated, the explanation was forthcoming that orders had been given to fire low, no doubt in the belief that the man hit in the leg must be immediately *hors de combat*. This was certainly humane of the Germans, as such wounds heal speedily. The German wounded, on the other hand, have been hit for the most part about the body.
>
> The Belgian doctors are splendid, and working magnificently. Two schools have been converted into hospitals. I saw the operating theater, beautifully equipped, made out of a class-room in twelve hours, only the blackboard remaining.

Another interesting item of the Belgian defense is given in a cable dispatch to *The Tribune*. It appears that the women of the country, not content with the traditional "women's part" in the conflict, are planning to take an active, first-hand share in the fighting, and are bent on proving themselves as valiant and able defenders as are the men. We read:

> The women of Belgium are giving their brave countrymen armed as well as moral encouragement in the heroic resistance wherewith they are opposing the invading Germans. Below are extracts from a letter from Mlle. Juliette Habay, of Brussels which throw new light upon the state of Belgian feeling and Belgian bitterness toward German aggression. Mlle. Habay, who is herself a member of a woman's rifle corps, writes:
>
> "Those Germans are killing our fathers, husbands, sweethearts and brothers, but don't think we can wait quietly at home without sleep and with tear-drops always in our eyes. No; we are learning to shoot with rifles. Here in Brussels great numbers of young girls have joined rifle corps, and a professor of arms is teaching us to shoot. At ranges our target is always the Kaiser, that monster. The Germans are getting nearer Brussels, and we women are all who are left to fight them. Children of fifteen and old men of sixty have gone to the front. But if these Germans do get into Brussels they will not take us alive. It is better to die Belgian than to live German."

IN GERMANIZED LORRAINE

THE name Alsace-Lorraine is familiar enough to American readers, as also is the story of the crape-draped statue in the Place de la Concorde, in Paris, which for nearly half a century has commemorated the sorrow France has felt over the loss of these provinces. Of Alsace-Lorraine itself, however, much less is known. In these forty-odd years, what has it meant to the Alsatians and Lorrainers, to be bereft of their native land and forced under the yoke of an alien civilization? The Alsatians, perhaps, have felt it not so hardly, for Alsace remained German until it was conquered by Louis XIV., and was confirmed the possession of France in 1697 by the treaty of Rhyswick; whereas Lorraine became French a century and a half earlier. In one of her very interesting books about the France that she knew and loved so well, Miss Betham-Edwards, Officier de l'Instruction Publique de France and author of many a delightful narrative of her adopted country and its people, gives us a picture of Alsace and of Lorraine as they are to-day, or, rather, as they were but yesterday, before the War of the Eight Nations had begun. In her chapter on "Germanized Lorraine" particularly (from "East of Paris," E. P. Dutton & Co., New York, 1902), we are shown how cruel can be the unnatural grafting onto one people of the manners and laws of another. The irreconcilability of the French and Germans has defied even the passing of two generations. Constant hardship has been suffered by the French inhabitants of the conquered provinces, and suffered patiently, rather than that they should be thought to be disloyal to their French memories. We read of one amusing example of this stubbornness, and of how German laws are evaded when evasion is possible:

> At the railway station of Nancy I was met by a French family party, my hosts-to-be in a château on the other side of the French frontier.
>
> We had jogged on pleasantly enough for

The House Beautiful—
In STUCCO

Stucco Residence at Worcester, Mass.
CLINTON WIRE LATH Specified and Used

Because of its adaptability to the highest degree of artistic embellishment STUCCO is growing tremendously in favor for use in private dwelling construction.

CLINTON WIRE LATH

is the one form of metal lath advisable to use.

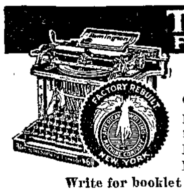
As a permanent support to the plaster in which it becomes thoroughly embedded CLINTON WIRE LATH has no equal.

It is your strongest guarantee of maximum safety from deterioration and is practically age-proof.

Don't let the indefinite term "Metal Lath" satisfy you. It means nothing and permits the use of inferior material. See to it yourself that *CLINTON Wire Lath*—galvanized, is specified.

SEND TODAY FOR "THE CLINTON STUCCO HOUSE BOOK." It is just what you need if you intend to build, for it gives *vital facts about stucco* you should be familiar with.

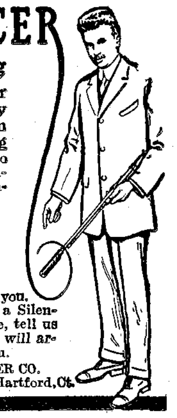
Clinton Wire Cloth Company
CLINTON, MASS.
First Power Loom Weavers of Wire Cloth in the World.
Also makers of "Pompeiian Bronze" Screen Cloth and Clinton Electrically Welded Fabric for Reinforcing Concrete.



TYPEWRITERS
FACTORY REBUILT
SUMMER BARGAINS

Our entire stock is offered at below-list-prices for the summer only. All trade-marked and guaranteed for one year. Buy *now* and save as much as $75.
BRANCH STORES IN LEADING CITIES.

Write for booklet "How Dollars Are Stretched"
American Writing Machine Co., Inc., 345 Broadway, N. Y.



MAXIM SILENCER
Enjoy Noiseless Shooting

You can hold target practice or shoot noiselessly anywhere by fitting your rifle with a Maxim Silencer. It's fine for hunting because there is no report noise to frighten game. Improves marksmanship—reduces the recoil and stops flinching.

WRITE FOR FREE BOOK
Filled with interesting experiences of sportsmen with the Maxim Silencer—stores of actual records that will surprise you. Ask your dealer for a Silencer. If he has none, tell us his name and we will arrange to supply you.
MAXIM SILENCER CO.
69 Huyshope Ave., Hartford, Ct.

EXPERIENCES WITH
The MAXIM SILENCER
BY HIRAM PERCY MAXIM

Cutting Business Costs

■■■

IN the competitive battle of producing and distributing goods, efficiency is becoming more and more a necessity. In the practical application of efficiency methods, in the reduction of operating costs, few departments yield more readily to betterment than transportation. In the delivery of products to railway, steamship, or consumer many wastes have been stopped.

Motor truck traffic engineers have accomplished wonderful results in economies and increased capacities. In almost every branch of road or street work they are demonstrating high efficiency.

In other departments of service the commercial vehicle is accomplishing remarkable work. A Western railway in process of construction through a wild and mountainous region is being graded entirely with motor trucks. These vehicles are found to be much less expensive than temporary construction tracks. The Coast and Geodetic Survey, Department of Commerce, are now engaged in determining the astronomic latitude of triangulation stations between Barstow, Texas, and the Pacific Coast. Although many of these stations are on mountains 10,000 feet high, the party with its equipment is being transported by a 1½ ton motor truck at half what horse-drawn wagons would cost. In similar work with a motor truck in 1912 it was found that the party could cover 75 to 100 miles per day over indifferent roads including frequent stops.

If you are operating horse-drawn vehicles for your factory or store, it will pay you to investigate the motor truck. It is probable that the self-propelled vehicle will enable you to cut materially the costs of your transportation. Whether or not you think it will, the subject is worth investigating carefully.

To aid our subscribers in making such an investigation, we maintain a Motor Truck Department. Manufacturers and merchants in all important lines of business have consulted us about motor trucks during the past few years. It is the object of our Motor Truck Department to put our subscribers in touch with the best traffic experts, especially with those experts most suited to serve their special needs. Write us, stating your requirements in detail, and we shall be glad to advise you. This service is open to Literary Digest readers and is conducted without charge.

MOTOR TRUCK DEPARTMENT
The Literary Digest

about half an hour, when the gentlemen of the party, with (to me) perplexing smiles, briskly folded their newspapers and consigned them, not to their pockets or rugs, but to their ladies, by whom the journals were secreted in underskirts.

"We are approaching the frontier," said Madame to me.

I afterward learned that only one or two French newspapers are allowed to circulate in the annexed provinces, the *Temps* and others, the names of which I forget; for the first and second offense of smuggling prohibited newspapers the offender is subjected to a reprimand, the third offense is punished by a fine, the fourth involves imprisonment. Now, as all of us know who have lived in France, the *Figaro* is a veritable necessity to the better-off classes in France, *The Times* to John Bull not more so. Similarly, to the peasant and the artizan, the *Petit Journal* takes the place of the halfpenny newspaper in England. This deprivation is cruelly felt, and is part of the system introduced by William II.

Custom-house dues are at all times vexations, but on the French-Prussian frontier they are so arranged as to provoke patriotic feeling. It may seem a foolish fancy for French folk, German subjects of the Kaiser, to prefer French soap and stationery, yet what more natural than the purchase of such things when within easy reach? Thus, on alighting at the frontier, not only were trunks and baskets turned out; we were all eyed from head to foot suspiciously. My hosts' newspapers were not unearthed, certainly; perhaps their rank and position counted for something. But one country girl had to pay duty on a shilling box of writing-paper, another was mulcted to half the value of a bottle of scent, and so on. There was something really pathetic in the forced display of these trifles, the purchasers being working people and peasants. All French goods and productions are exorbitantly taxed. Thus, a lady must pay three or four shillings duty on a bonnet perhaps costing twenty in France. On a cask of wine the duty often exceeds the price of its contents, and, according to an inexorable law of human nature, the more inaccessible are these patriotic luxuries, so the more persistently will they be coveted and indulged in.

Custom-house officials on the Prussian side have no easy time of it, ladies especially giving them no little trouble. The duty on a new dress sent or brought from France across the frontier is ten francs; and we were told an amusing story of a French lady who thought to neatly circumvent the *douane*. She was going from Nancy to Strassburg to a wedding, and in the ladies' waiting-room on the French side changed her dress, putting on the new, a rich costume bought for the ceremony. The officials got wind of the matter. The dress was seized and finally redeemed after damages of a thousand francs!

Those who are well-to-do are in this way continually embarrassed by what they consider unwarranted restrictions. Unlike their German oppressors, they have always looked forward for the deliverance that was to come out of France, and hence their view of their subjugation has been that of temporary sufferers in a state of siege. The poorer members of the community gladly adapt themselves to German beer and cheese, soap and writing-paper, rather than to go without; but upon them, on the other hand, the blood tax has been a burden almost too great to bear. To avoid having their sons drafted for service in the Germany Army, they must either send them over the border into France never to return, or else pay a huge indemnity to the Government. This law is for rich and poor alike, but—

To the wealthy an occasional sight of their young soldiers in France is an easy matter. A poor man must stay at home. If his sons quit Alsace-Lorraine in order to go through their military service on French soil, they can not return until they have attained their forty-fifth year, and the penalty of default is so high that it means, and is intended to mean, ruin. There is also another crying evil of the system. French conscripts forced into the German Army are always sent as far as possible from home. If they fall ill or die, kith or kin can seldom reach them. Again, as French is persistently spoken in the home, and German only learned under protest at the primary school, the young *annexé* enters upon his enforced military service with an imperfect knowledge of the latter language, the hardships of his position being thereby immensely enhanced. No one here hinted to me of any especial severity being shown to French conscripts on this account, but we can easily understand the disadvantage under which they labor. I visited a tenant-farmer on the other side of the frontier, whose only son had lately died in a hospital at Berlin. The poor father was telegraphed for but arrived too late, the blow saddening for ever an honest and laborious life. This farmer was well-to-do, but had other children. How, then, could he pay the fine imposed upon the defaulter? And, of course, French service involved lifelong separation. Cruel, indeed, is the dilemma of the unfortunate *annexé*. But the blood tax is felt in other ways. During my third stay in Germanized Lorraine the autumn maneuvers were taking place. This means that rich and poor alike are compelled to lodge and cook for as many soldiers as the authorities choose to impose upon them. I was assured by a resident that poor people often bid worn-out men to their humble board, the conscripts' fare being regulated according to the strictest economy. In rich houses, German officers receive similar hospitality but we can easily understand under what conditions.

The annexed provinces are, of course, being Germanized by force. Immigration continues at a heavy cost. Here is an instance in point.

When Alsace was handed over to the German Government it boasted of absolute solvency. It is now burdened with debt, owing, among many other reasons, to the high salaries received by the more important German officials, the explanation of this being that the position of these functionaries is so unpleasant they have to be bribed into such expatriation. Thus their salaries are double what they were under French rule. Not that friction often occurs between German civil authorities and French subjects; every one bears witness

ANOTHER FEDERAL FLEET

SWIFT & COMPANY Owns 29 Federal Trucks

Several years ago Swift & Company bought their first Federal; since that time it has been a case of "another Federal" until they are now operating 29 Federal Trucks.

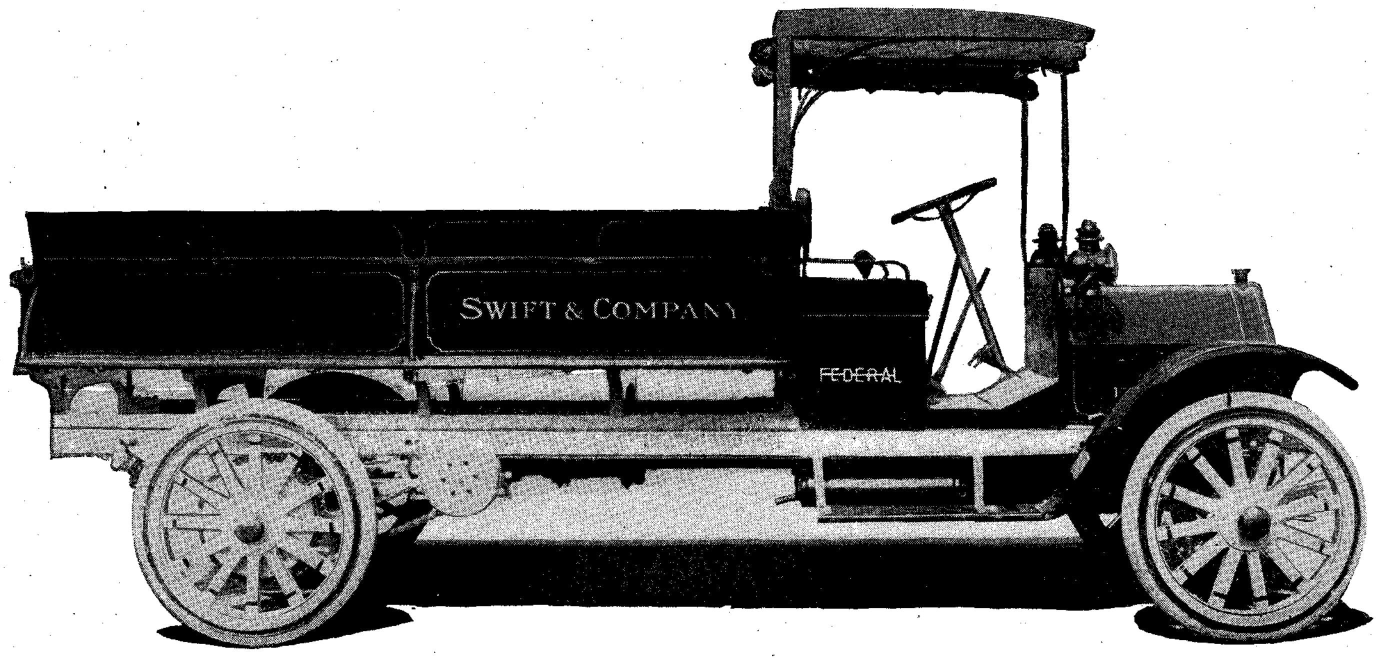
This is only one of the many instances where the purchase of one Federal has led to the installation of many more in the largest concerns in the country.

In purchasing Federal Motor Trucks, these large houses are buying business efficiency—an economical and thoroughly dependable means of reducing their haulage costs.

Your own transportation problem has been solved in some locality by Federal Trucks.

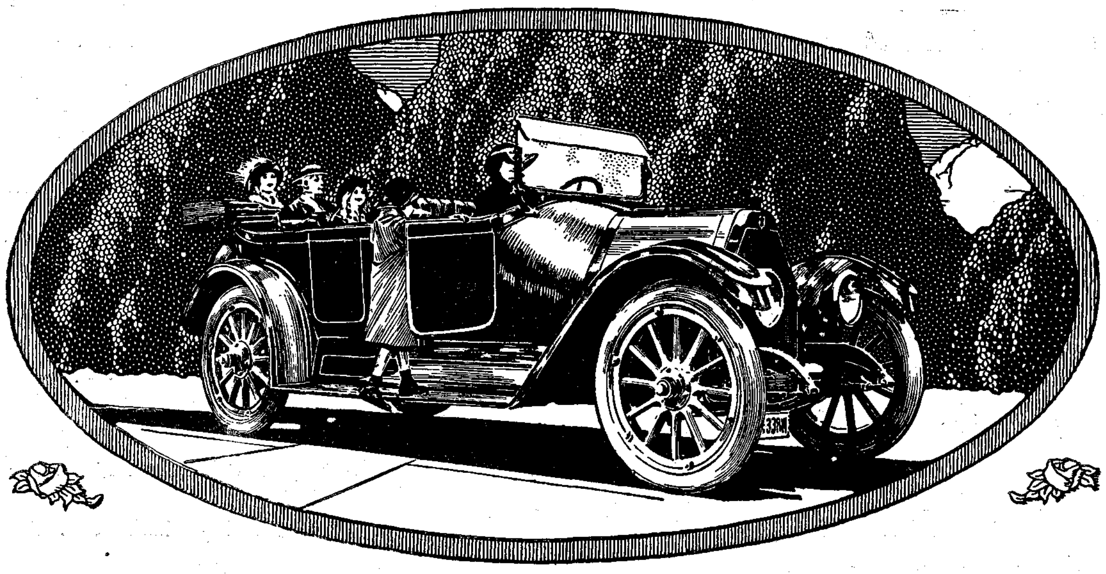
Our transportation engineering department has valuable data taken from the results of Federalized transportation in many different lines of trade.

Let us show you what Federal will save you in your business.



FEDERAL MOTOR TRUCK COMPANY

DETROIT, MICHIGAN



Reproducing Europe's Finest

When we secured the services of a great European engineer and made him a part of our company, he commenced his designs upon what has resulted in a masterpiece. The

LEWIS "VI"

Monarch of the Sixes

which we have produced from these designs is a reproduction of Europe's greatest 1915 automobiles.

The motor that drives the car is the same type as won the races Decoration Day at Indianapolis this year.

The car is electrically lighted and started, has a 135-inch wheel base which permits a great big roomy interior, and is hung on long underslung springs. Its users call it a $3000 car for $1600. It comes to you completely equipped with all the refinements that can possibly be desired with an automobile.

It is the largest, handsomest and most finely constructed car that $1600 ever bought. Investigate it! The 1915 models are ready for delivery now.

COMPLETE CATALOG SENT FREE UPON REQUEST

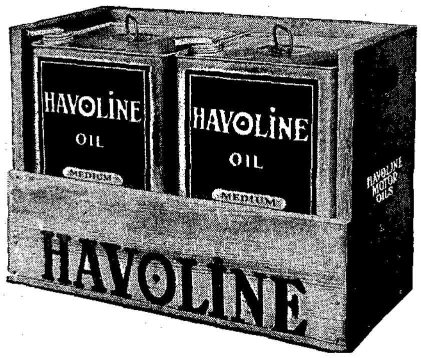
L. P. C. Motor Co. 54 Lewis Street Racine, Wis.

to the politeness of the former, but it is impossible for them not to feel the distastefulness of their own presence. On the other hand, the perpetual state of siege is a grievance daily felt. Free speech, liberty of the press, right of public meeting, are unknown. Not long since a peasant crossed the frontier, and as he touched French soil, shouted, "Vive la France!" On his return he was convicted of *lèse-majesté* and sent to prison. Another story points to the same moral. At a meeting of a village council an aged peasant farmer who cried, "We are not subjects but servants of William II.," was imprisoned for six weeks. The occasion that called forth the protest was an enforced levy for some public works of no advantage whatever to the inhabitants.

In contrast to these sad pictures of these people and their life, the writer gives a pleasant picture of a country luncheon, at the home of some peasant friends near the French border. The hosts were of the moderately well-to-do farmer class, and yet—such is the genial freedom of the country—no stiffness or formality marred the pleasure of their visit. On the road thither the writer has occasion to note the differences in the twin provinces, and says:

> The Lorraine villages are very unlike their spick-and-span neighbors of Alsace. Why Catholic villages should be dirty and Protestant ones clean, I will not attempt to explain. Such, however, is the case. As we drove through the line of dung-heaps and liquid manure rising above what looked like barns, I was ill prepared for the comfort and tidiness prevailing within. What a change when the door opened, and our neatly dressed entertainers ushered us into their dining-room! Here, looking on to a well-kept garden was a table spread with spotless linen, covers being laid as in a middle-class house. An armchair, invariable token of respect, was placed for the English visitor; then we sat down to table, two blue-bloused men, uncle and nephew, and three elderly women in mob-caps and gray print gowns, dispensing hospitality to their guests, belonging to the *noblesse* of Lorraine. There was no show of subservience on the one part or of condescension on the other. Conversation flowed easily and gaily as at the château itself.
>
> I here add that while the French *noblesse* and *bourgeoisie* remain apart as before the Revolution, with the peasant folk it is not so. These good people were not tenants or in any way dependents on my hosts. They were simply humble friends, the great tie being that of nationality. The order of the feast was peculiar. Being Friday, no delicacy in the shape of a raised game-pie could be offered; we were, therefore, first of all served with bread and butter and *vin ordinaire*. Then a dish of fresh honey in the comb was brought out; next, a huge open plum-tart. When the tart had disappeared, cakes of various kinds and a bottle of good Bordeaux were served; finally, grapes, peaches, and pears with choice liqueurs. Healths were drunk, glasses chinked, and when at last the long lunch came to an end, we visited dairy, bedrooms, and garden, all patterns of neatness. This family of small peasant owners is typical of the very best rural population in France.

A Case *of* Lubrication In The Highest Degree



HAVOLINE OIL

"It makes a difference"

because it prevents frictional losses, promotes maximum efficiency in the motor and increases its serviceability.

The Facts In the Case

HAVOLINE is refined only from *one uniform base crude oil* of correct gravity and high quality. By our special process of manufacture the floating carbon and impurities are entirely removed, yet the life of the oil is preserved and its lubricating value enhanced, *because the individual molecules are left intact.* It burns up cleanly and evenly.

The Motorist's Verdict

Proper Lubrication!

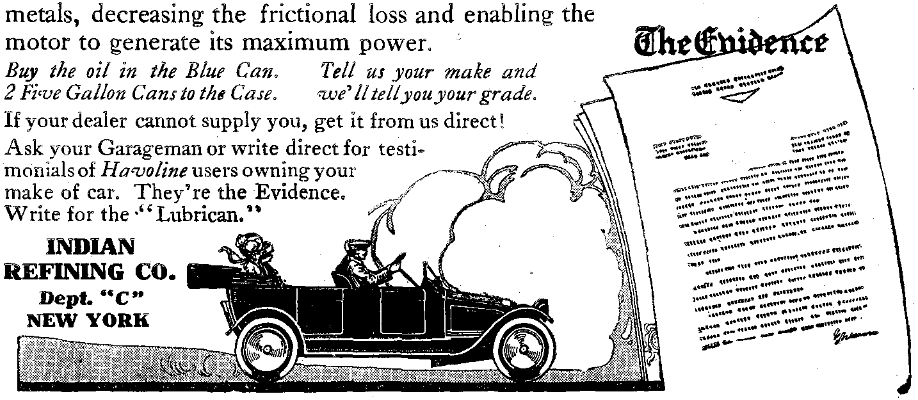
Because it forms an equally thick "cushion" of oil between the moving metals, decreasing the frictional loss and enabling the motor to generate its maximum power.

Buy the oil in the Blue Can. 2 Five Gallon Cans to the Case. *Tell us your make and we'll tell you your grade.*

If your dealer cannot supply you, get it from us direct!

Ask your Garageman or write direct for testimonials of *Havoline* users owning your make of car. They're the Evidence. Write for the "Lubrican."

INDIAN REFINING CO.
Dept. "C"
NEW YORK



CAN *YOU* SELL AUTOMOBILES?

A Supplement to the August 29th issue of The Literary Digest is now being printed. It will be mailed to all automobile sales agents, garages, etc.

Men of education and good standing are the distributors of automobiles. Thousands of such men read The Literary Digest.

There are many new makes of cars for the year 1915. These new cars as well as many of the old ones, need men of the type reached by The Literary Digest to sell their product.

Write us for a copy of the Automobile Supplement which contains 59 pages of advertising. All being of personal interest to the man who wants to open up an automobile agency. Write to-day to

The Literary Digest
354 Fourth Avenue **New York City**

Brandywine Spawn

Superior quality—used by leading mushroom growers the country over.

GROW MUSHROOMS

for your home table and nearby markets. Illustrated booklet (10c) gives simple, readily understood instructions anyone can follow. Send $1 for 3 bricks ***Brandywine Spawn*** and booklet, prepaid—enough for 30 sq. ft. of bed surface. **Edward H. Jacob, Box 016, West Chester, Pa.**

WANTED AN IDEA!

Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth. Write for "Needed Inventions" and "How to Get Your Patent and Your Money." **RANDOLPH & CO., Patent Attorneys, Dept. 171, Washington, D. C.**

CASSELL'S Cyclopedia of PHOTOGRAPHY

For the Amateur, the Professional, the Manufacturer, the Artist, the Scientific Student, for EVERYBODY Interested in Photography.

EVERYTHING ABOUT PHOTOGRAPHY IN A NUTSHELL

A great, big encyclopedic work covering the whole field of photographic knowledge and practise. The greatest book in the entire field of photographic literature—the result of the cooperation of many men, each having special knowledge of his own particular branch. Your outfit—your studio—your factory, is incomplete if you do not possess this all-inclusive work. Its alphabetical arrangement automatically solves every problem of photographic practise, chemistry, etc., etc.

A hurried glance through its pages reveals (*among hundreds of other things*) such practical topics as: Photographic Chemistry—Enlarging—Developing—Retouching—Various Processes—Artificial Light—Flashlight—Portraiture—Wild Animals—Architecture—Autochrome Process—Backgrounds—Filling in Backgrounds—Copyright—Bas Relief—Printing—Translating Photos into Line—Drawings—Night Photography—How to Fit Out a Dark Room—Enamel Surfaces—Fixing—Framing—Shutters—Lenses—Speed—Indoor Work—Instantaneous Photography—Natural Color Photography—Paper—Snapshots—Exposures—Stereoscopic Photography—etc., etc., throughout the entire list of photographic terminology. The book is profusely illustrated with half-tones, color plates and numerous diagrams.

Large Quarto, Cloth, about 600 Large Double Column Pages, $3.75 Net; by Mail 24c Extra.

FUNK & WAGNALLS COMPANY, - 354 Fourth Avenue, New York, N. Y.

Inspirational Books For Boys and Girls

The Treasure-House Classics

This series of books (*all* in simple language), representing an entirely new departure in child literature, makes it possible for the parent or tutor to introduce the growing mind to a much wider field of knowledge than it is ordinarily possible to do. There are thirty-nine different titles in the series at 30 cents each, post-paid. Make your remittance in any form—check, money-order, stamps, or otherwise.

39 Volumes Covering

FAIRY TALES
HISTORY
MYTHOLOGY
DRAMATIZED HISTORY
ANIMAL LIFE
NATURE
GARDENING
THE BIBLE

Beautiful Colored Covers and Illustrations

Ideal Books for Child Education

39 Volumes Each 30c Post-paid

ANIMAL LIFE SERIES
Adventures of an Exmoor Pony
The Book of Pets
Mac: A Dog's True Story
Seventeen Cats
Ups and Downs of a Donkey's Life

FAIRY TALES and FABLES
Stories from Andersen
Fairy Tales for Little Folks—Book 1
Fairy Tales for Little Folks—Book 2
Fairy Tales in Other Lands
Sindbad the Sailor
Cassell's New Fairy Book
Aesop's Fables
Stories from Grimm
Reynard the Fox
Ring of the Nibelungen

GREAT ENGLISH CLASSICS AND STORIES
The Pilgrim's Progress
Robinson Crusoe
The Swiss Family Robinson
Readings from Dickens
Cricket on the Hearth

DRAMATIZED HISTORY
Five books covering great historic episodes from 55 B. C. to 1858 A. D.

HISTORY AND MYTHOLOGY SERIES
The Greek Heroes
Stories from Ancient Greece
Stories from Ancient Rome
Stories of King Arthur

THE CHILD'S BIBLE NARRATIVE
Book 1—The Old Testament from the Creation to the Death of Moses.
Book 2—The Old Testament from the Conquest of Canaan to Elisha.
Book 3—The New Testament.

EYES AND NO EYES SERIES
Wild Life in Woods and Fields
By Pond and River
Plant Life in Field and Garden
Birds of the Air
Trees and Shrubs
Insect Life

SCHOOL AND GARDEN
A Gardening Story and Practical Hints on School Gardening by Walter P. Wright

Thin 12mo, uniform size, 5 inches by 7 inches, in strong boards, inlay in color on cover.

All fully illustrated in COLOR and black-and-white.

30c each Post-paid

FUNK & WAGNALLS COMPANY
354-360 Fourth Ave. New York City

EUROPE'S HANDSOMEST KING

HORUM omnium fortissimi Belgæ sunt, wrote the great military expert Caius Julius Cæsar twenty centuries ago, and we are learning to-day that his appraisal of that little country's temper was not far wrong. Attention focuses, however, upon their leader, the young King Albert, whose full name reaches the astonishing length of Albert Leopold Clement Maria Meinrad. He is said to be the handsomest monarch in Europe, and to be possest of an intelligence fully equal to the promise of his appearance. He is undoubtedly the prototype of the "King Egbert" who figures strikingly in the last half of H. G. Wells's "The World Set Free," who is a "king awake" and who is made to say: "For the first time in my life I am going to be a king. . . . I am going to be a real king, and I am going to abolish, dispose of, finish, the crown to which I have been a slave." Thus does "the young King of the most venerable kingdom in Europe" attest, in fiction, his determination to throw into the scale his influence, his kingdom, and his crown, for the world peace that is to come. Whether the picture that Mr. Wells has drawn be a true one or not, can not be said, but certainly his delineation of this stalwart young ruler is no more flattering than the actual one given by the New York *Evening Sun:*

> He is tall—over 6 feet, in fact—well knit, broad of shoulder, and his face is a little chubby and pink cheeked. His hair is light golden, his features straight and manly, and all Europe calls him its handsomest king.
>
> Albert is nothing if not modern. He has traveled a good deal and gained more by his traveling than forty American tourists could learn of Yurrup in forty years. He made a long stay in the United States, spending much of his time in Washington and in the West, where he made St. Paul his headquarters. When he returned he wrote a book about his impressions of America, and in it he showed how thoroughly he was in sympathy with the people and institutions of our country. He made a trip around the whole world in his younger, unmarried days.
>
> It is well known that Albert had no desire to reign. Like his father, the deaf Duke, he had the tastes of a country gentleman of moderate means and no desire to live beyond them. He has, in fact, a strong aversion to ostentation—his life when heir to the throne was embarrassingly simple. After his marriage it was proposed to lease the Duke d'Arenberg's palace at Brussels for him. But he could not resign himself to live in this sumptuous but far from homelike ancestral abode. Instead he chose the little town house of the Marquis d'Assche, Bellamy Storer's house when Minister to Belgium. There he and Princess Elizabeth lived a quiet and most uneventful life until their accession in 1909.
>
> King Albert is credited by those who know him best as having the most up-to-date ideas concerning the functions of royalty. He is a steady worker, and his daily routine shows him to be busier than the average business man. He rises at 6 o'clock every morning, breakfasts at 7 and at once proceeds to examine his correspondence and to answer the most pressing of his letters. He then devotes two hours to mechanical engineering, his favorite pursuit. Latterly he has given much time to the various new railroads projected in the Kongo.
>
> The King, before he reached the throne, made a voyage to the Kongo. On his return he made a deep impression upon humanitarian Europe by his speech at Antwerp, announcing that he would head the movement in favor of the natives' welfare there, and would do everything in his power to change the cruel conditions then existing.
>
> His impression of the Kongo also appeared in interesting book form. Albert has a breezy style of writing. He is witty, and his cabinets, they say, are somewhat afraid of his sense of humor. For a long while before he became king he was a regular reporter on a weekly paper, wrote stories, carried a police card, and took his assignments as meekly as any cub.
>
> His other accomplishments—and they are many—include motoring and motorcycling, aviating, riding and driving, shooting and fishing and soldiering. He is immensely popular, even with the Socialists of his Senate, and the people appreciate his democratic, businesslike attitude toward his position as their ruler.

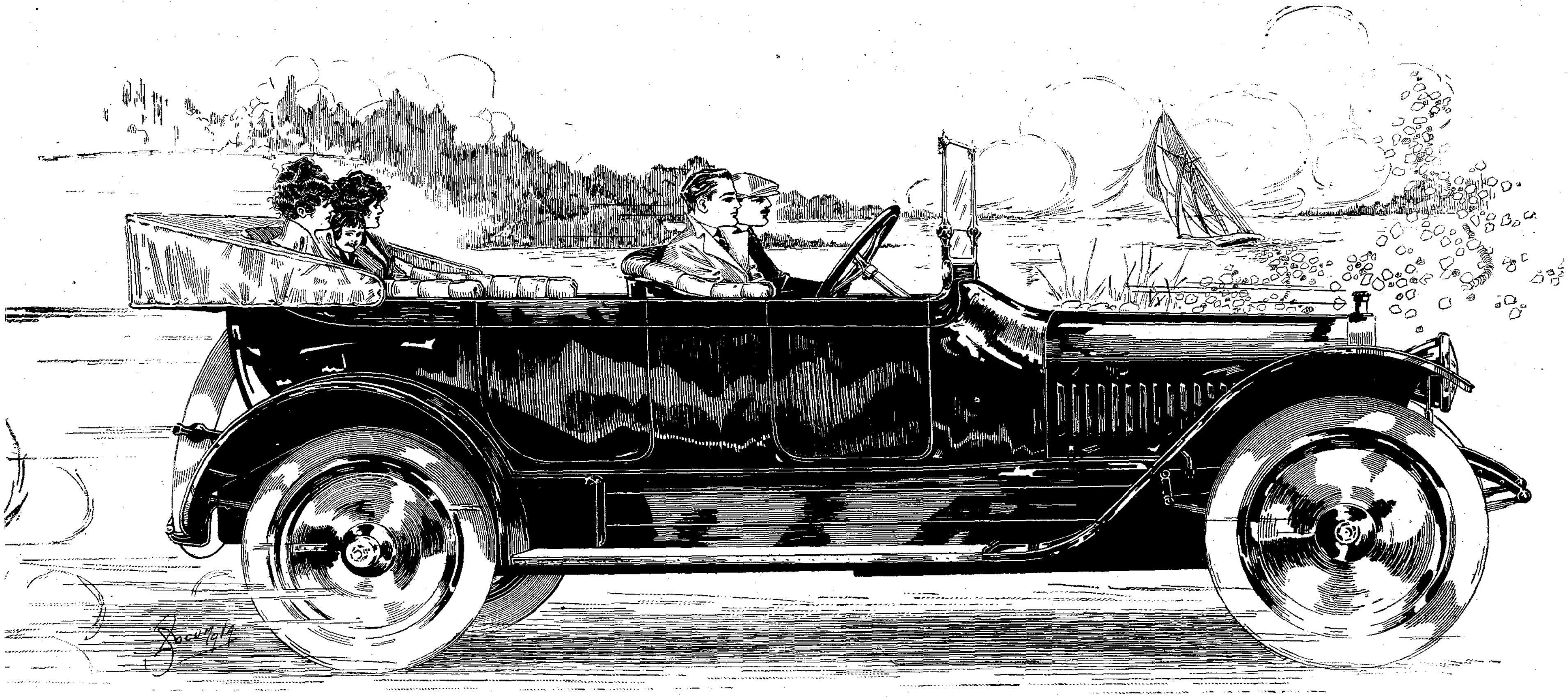
COL. ROOSEVELT'S "SOCIOLOGY 4"

TO take care of your fighting force is only good generalship under any circumstances. It is small wonder, then, to learn of the consideration and thought that Colonel Roosevelt expends upon the "army" that follows him with unwavering faithfulness through his fiercest campaigns. This army consists at present, says the Progressive New York *Press,* of nine men, eight of them reporters on great New York dailies and one the representative of the Associated Press, furnishing news to the country at large. This is the true Roosevelt fighting force, upon which he depends more than upon any other single source of strength. He realizes this and strives his best to treat them fairly and squarely, assuring, through the sense of intimacy and good-fellowship he fosters, that his news will be caught from his point of view and reported without prejudice. *The Press* continues:

> "My Class in Sociology 4" is what Colonel Roosevelt humorously calls these nine newspaper correspondents. Whether or not the relation is exactly that of pupil to teacher, it is certainly different from the relation which newspaper correspondents assume in dealing with most prominent public men.
>
> When Colonel Roosevelt is in Oyster Bay "Sociology 4" meets twice a day—usually under the big porte-cochère of Colonel Roosevelt's ivy-clad, breeze-carest Sagamore Hill front porch. After a three-mile motor ride from Oyster Bay, the nine correspondents frequently, without even going through the formality of ringing the

SATISFACTION!

There is just one and only one human motive that causes men to buy things, and that motive is — satisfaction, contentment in possession, use and enjoyment.

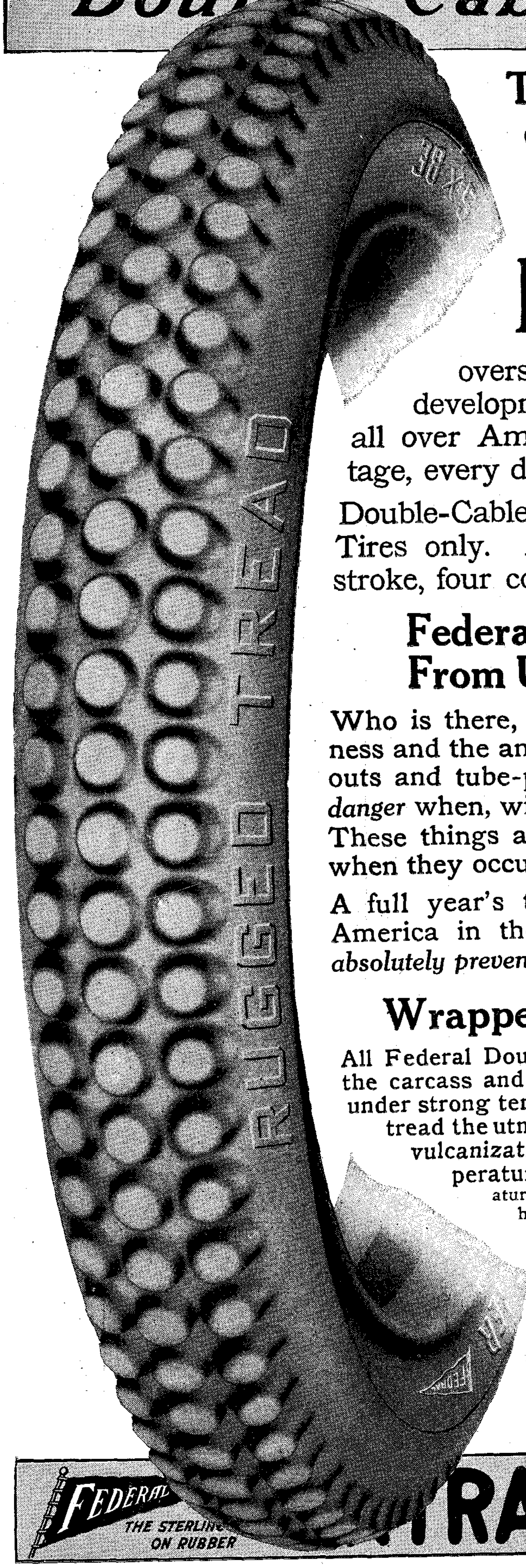


WINTON SIX

Every Winton Six is practically built to order. Your Winton Six will be finished to meet *your* taste, giving it a personality and a distinction representative of a discriminating owner. It will be a car to command respect and win commendation wherever you may drive it, and you will enjoy a personal satisfaction above any you have yet experienced as an automobile owner. And that personal satisfaction is, after all, the only real reason for buying any car. Catalog upon request. The Winton Motor Car Company, 77 Berea Road, Cleveland. Branch Houses in 20 Cities.

FEDERAL

Dou -Cable -Base -Tires



Thousands of motorists have proved every statement we make regarding the *exclusive* Federal Double-Cable-Base construction.

FEDERAL TIRES are not only as well made as the very best of other tires, but they possess an exclusive feature of construction that overshadows in *service importance* any other single development in the history of tire making. Motorists all over America are proving this, to their distinct advantage, every day.

Double-Cable-Base construction can be found in Federal Tires only. And the Double-Cable-Base eliminates, in one stroke, four common and costly forms of tire trouble.

Federal Construction Frees Motorists From Undue Tire Trouble and Expense

Who is there, among motorists, that does not know the expensiveness and the annoying inconvenience on the road of rim cuts, blowouts and tube-pinching? And who is there that does not know the *danger* when, with the car moving rapidly, a tire blows from its rim? These things are not *fancies.* They occur all too frequently, and when they occur they rob motoring of its pleasure.

A full year's test of the Double-Cable-Base, in service all over America in the hands of thousands of motorists, *proves* that it *absolutely prevents* these troubles.

Wrapped Tread; Slow, Open-Steam Cure

All Federal Double-Cable-Base Tires are of the "wrapped tread" type—i. e., the carcass and tread, before curing, are wrapped with heavy cotton bands under strong tension, thereby adding the necessary compression to give the tread the utmost cohesion and ensuring an even flow of the rubber during vulcanization. This process permits of a long, slow cure at low temperature in open steam, as against a quick cure at higher temperature used in making molded tires. The wrapped tread tire, therefore, while highly resilient, is much tougher and far more durable than any molded tire possibly can be. This wrapped tread process, coupled with the Double-Cable-Base construction, makes Federal Tires distinctly Extra Service Tires.

All Styles and Sizes—Plain and Rugged Treads

FEDERAL RUBBER MFG. CO.
MILWAUKEE, WIS.

Dealers Everywhere

FEDERAL THE STERLIN ON RUBBER RA SERVICE FEDERAL THE STERLING MARK ON RUBBER

Colonel's front door bell, stand under the shady structure and wait until the Colonel, whose work has been interrupted by the noise of the automobile, steps briskly out of the door. He is generally drest in a kahki suit, and he begins telling the nine newspaper men what they want to know without waiting for the formality of being asked questions.

Altho newspaper men write more about Colonel Roosevelt than about almost any one else, they probably ask him fewer questions. Having learned to trust them, he tells them without reservation almost everything that comes to his mind. He warns them what to publish and what to keep to themselves. "There's no harm in your using that," he will say. Or, on other occasions, with a laugh: "This is strictly for Sociology 4." He tells them his views on the world-happenings of each day, his plans for the day or week, who his political callers have been or will be during the day, except in case they don't want their names to appear.

"I have also had some visitors who asked me not to make their names public," is his formula on the latter occasions.

The work of the nine staff correspondents at Oyster Bay these days is a strange combination of high-pressure work and idleness. They sleep late, swim in Long Island Sound, and breakfast and read the newspapers with intentional leisureliness. They know only too well that between five o'clock in the afternoon and eleven o'clock at night, an exceedingly strenuous "race with time" will begin.

On the stormy night of Colonel Roosevelt's return from Europe, for example, it was exactly 1 A.M. when he landed from William H. Childs's yacht *Joyance* upon the Emlen Roosevelt private dock in Oyster Bay. The first edition of all the newspapers of the nine correspondents had already gone to press. Whether the nine men could interview the Colonel and make the three-mile dash back to Oyster Bay in the thunderstorm in time to "long distance" their offices before the second editions was very doubtful. The nine correspondents had expected that this early-morning interview would not be very important. But as they clustered around the Colonel on the rain-swept, lightning-lit Emlen Roosevelt porch, he told them that he had had an emissary from District Attorney Whitman on the yacht, who had pleaded for the Progressive gubernatorial indorsement. Standing beside the Colonel, in the half-darkness, George W. Perkins and State Chairman Theodore Douglas Robinson insisted that the Progressives would not indorse Whitman. As the nine correspondents raced back to Oyster Bay they drew lots for the town's few long-distance telephones. One correspondent got the telephone in the chauffeur's private residence. Two more dropt out at a saloon which was known to be open. Three more went on to the Oyster Bay Hotel, and matched for turns at the single booth there. *The Press* reporter, thinking to save a few minutes, decided to chance a saloon near the chauffeur's house, and fortunately found it open. When newspaper readers all over the United States went down to their breakfasts just six hours later and read in their morning newspapers that District Attorney Whitman had sent an emissary to Colonel Roosevelt, and that the Progressive organization leaders had advised Colonel Roosevelt against indorsing Whitman, none of them realized with what haste and difficulty the information had been obtained.

The most important single piece of news which the nine staff correspondents have given to the newspaper-reading public so far this year is perhaps the description of Colonel Roosevelt's attitude a month earlier regarding the indorsement by the State Progressive party of reputable Republican candidates having Progressive principles. For several weeks previous, the public all over the country had been wondering what the Progressive party in New York State was going to do about a Governorship candidate in case Colonel Roosevelt continued to refuse to run. Late one night, the correspondents of *The Press* and *The Herald* received long-distance messages from their New York City offices that a score of Progressives had left New York for Oyster Bay, intending to make another appeal to Colonel Roosevelt to run for Governor. Hurrying out to Sagamore Hill, the two correspondents learned that Colonel Roosevelt had given the leaders to understand that he (at that time) favored the indorsement of any one of several high-class possible Republican candidates of Progressive principles. The source of the two correspondents' information was unquestionable. But the information itself was absolutely unexpected, and had been conveyed to the correspondents in only two or three brief sentences. The source of it, also, had to be concealed. Hurrying back to Oyster Bay, the two men held a consultation with their seven companions as to how this information could be conveyed to the newspaper-reading public without the source of the information being given. Standing side by side at the telegraph desk of the Oyster Bay depot, the correspondents finally sent to their newspapers nine of the most widely different and most hastily written 1,200-word articles which have ever, perhaps, been based on the same item of news.

It is a pleasure to obtain a glimpse of the *genus reportorius* that does not show him in the yellow light of a hold-up man extorting intimacies from his victims by amateur third-degree methods. Possibly he is here a distinct species, so that, as we speak of the Washington or foreign or war correspondent, we should refer as well to the Roosevelt or Oyster Bay correspondent. At any rate, Sociology 4 is more than a name. It is an institution and, like every other close-knit human arrangement, has its definite code of unwritten law. We read:

One of these laws is that the Colonel's guests shall never be interviewed while they are on his grounds. The reason for the rule is obvious. It has been broken only once this summer. Late one night the staff correspondents, on unquestioned authority, learned that Colonel Roosevelt at a private conference at Sagamore Hill told the State Progressive leaders that he was not averse to the indorsement of high-grade Republican candidates with Progressive principles. When the correspondents motored up to Sagamore Hill next afternoon, they found State Progressive Chairman Theodore Douglas Robinson in the act of leaving somewhat perturbedly. The correspondents, forgetting all about the rule, swarmed about the State chairman, plying him with excited questions while he in turn was accusing them of having sent to their newspapers information which was untrue. In the midst of the wrangle, Colonel Roosevelt hustled out of the house and, beaming on Sociology 4 through his spectacles, distracted their attention until the State chairman escaped. Colonel Roosevelt has since exprest himself for a straight Progressive ticket. But his amused treatment of Sociology 4 on that earlier occasion makes the staff correspondents believe that the information which they sent to their newspapers was authentic after all.

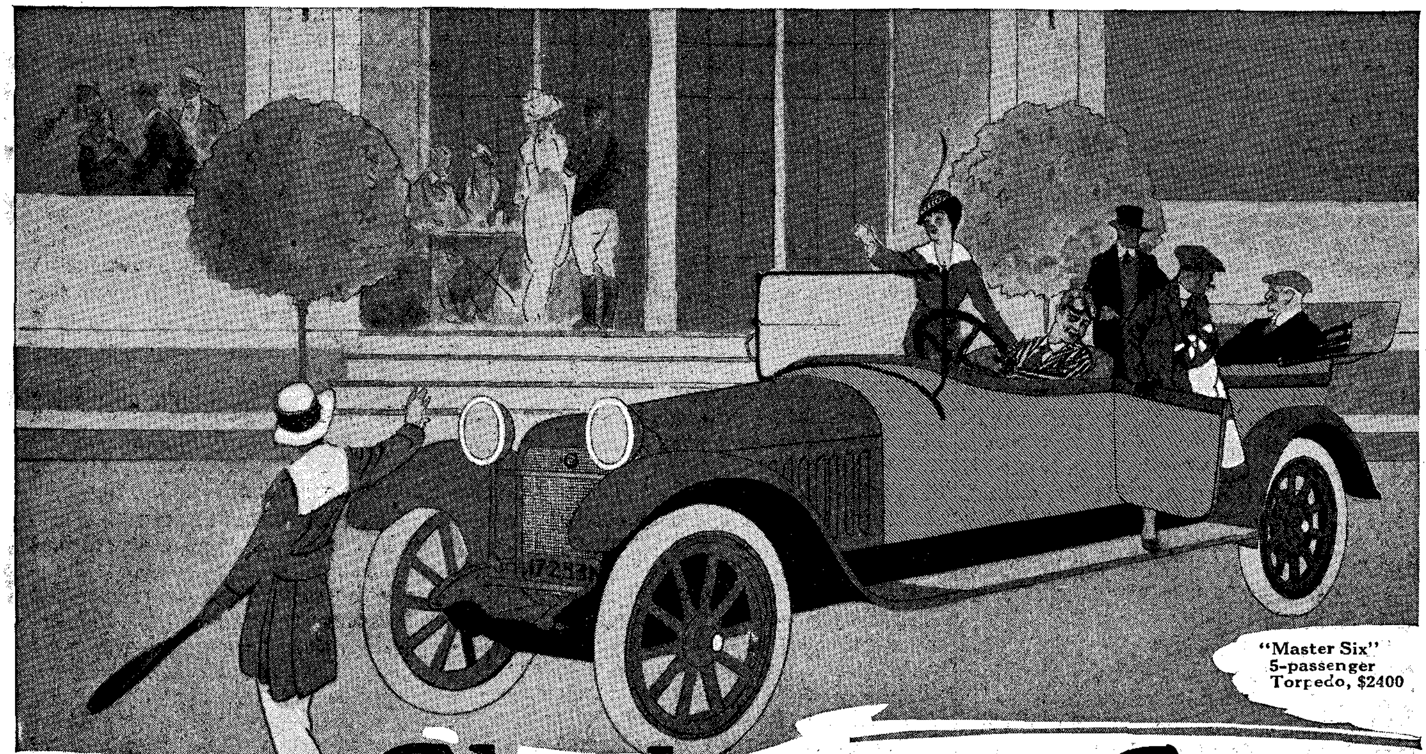
When Colonel Roosevelt goes to Washington, Pittsburg, or some other distant city, Sociology 4 accompanies him—usually having seats in the same car. That Colonel Roosevelt, ex-President and national leader, should be traveling all over the country in public Pullmans is, perhaps, the most striking evidence of how essentially democratic our present-day American life really is. The members of Sociology 4 usually arrange to get seats in the Colonel's car through John McGrath, the Colonel's political secretary. Most of them believed, until recently, that Colonel Roosevelt gave no particular thought to this arrangement. One of the staff correspondents, however, entering the car which took Colonel Roosevelt to Washington six weeks ago, found himself abruptly face to face with the Colonel without having prepared any greeting for him.

"Your berth back from Washington has been reserved for you, so you need have no concern about it," the Colonel said as he passed, leveling his forefinger at the tongue-tied correspondent, and making a slight inclination to take the place of a greeting. The Colonel that morning had ahead of him one of the busiest, most trying, and most crowded days of his life. The incident shows not only Colonel Roosevelt's thoughtfulness, but his tremendous grasp of detail.

On these train trips, as in all other dealings with Colonel Roosevelt, his relations with the staff correspondents are entirely informal and impersonal. They understand that his personal thoughtfulness for them is based merely on the inherent kindness which his nature prompts him to show to any man who is thrown with him constantly from day to day.

The work of the staff correspondents during these trips consists of getting the names and views of all politicians who confer with the Colonel, all incidents of the trip, his receptions by crowds at the different stations and in the banquet- and meeting-halls where he speaks. Copies of his speeches are usually furnished in advance to the correspondents. But they are supposed to catch any impromptu variations he may make. Their orders are never to let Colonel Roosevelt out of their sight if they can help it. They sometimes spend more nervous energy in obeying these orders literally than in writing their articles or solving the constantly changing and perpetually troublesome problem of telegraph communication.

The 100,000 New Yorkers, for example,



"Master Six"
5-passenger
Torpedo, $2400

1915 Chalmers Cars

The "Master Six" of Them All

The new 1915 Chalmers "Master Six"—$2400—will be produced in limited quantities for those who seek the fullest luxury of power and size in a motor car.

For 1915 the "Master Six" is offered in two new body types—both unusually beautiful and distinctive. In fact, we believe that in style and beauty the 1915 Chalmers will not be approached by any car in the American Market.

New Bodies of Exclusive Design

The four-passenger Torpedo pictured above is a most distinctive car. It has grace, exclusive style and dash. This beautiful, new body has a single door on either side. Front seats are divided. Doors are in the center of the body. This is a man's car of unusual style and smartness, built lower than usual, giving it a foreign, racy appearance, and making it distinctive among all cars.

On the "Master Six" chassis is also built a 7-passenger Touring Car—a big, roomy car, for those who desire an automobile of maximum carrying capacity. The lines of the 7-passenger body are the same as those of the Torpedo.

The only car at the last New York show with a body as distinctive in line as the Chalmers "Master Six" was a foreign car of international reputation; and the body alone was priced at $1600.

The "Master Six" combines high power with striking style, unusual roominess and complete convenience—in short, every essential luxury of a modern automobile.

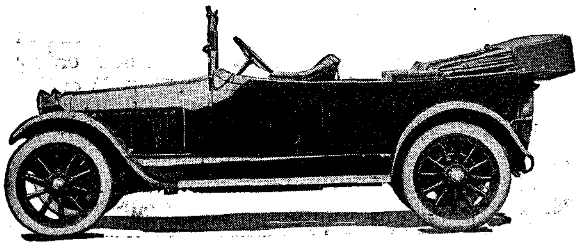
Mechanically this is a new model of the "Master Six" that made the most noteworthy success of the 1914 season. With 1915 refinements, it offers even more than ever the limit of luxury in motor car manufacture.

The 1915 model will have the same power plant and practically the same mechanical features which gave the 1914 "Master Six" the reputation of being one of America's greatest motor cars.

The additional price, as in the case of the "Light Six," represents the actual cost of the added features and augmented quality.

Delivery Sept. 1st

These 1915 "Master Sixes" are ready for delivery beginning September 1st. We will distribute them as evenly as possible throughout our entire list of dealers, but there is bound to be more demand in certain sections than we can supply. It would be the part of wisdom to arrange to view these models immediately upon their arrival in your city.



"Master Six" 7-passenger Touring Car, $2400

Chalmers Motor Company
Detroit, Michigan

Quality First

Chalmers Cars Are Real Quality Cars

Perhaps the greatest asset the Chalmers Company has is the monogram shown above.

Because this trademark is so valuable, because it has come to stand for so much in the automobile world, the Chalmers Company cannot afford to jeopardize the millions it has invested, by allowing a car to carry this monogram which does not in every way come up to the Chalmers standard of quality.

The Chalmers Company is not competing and never has competed with other cars purely on a "price" basis.

Our past experience has shown us that each year there are enough people to whom "quality" is first and "price" secondary, to buy more Chalmers cars than we can make.

So the Chalmers Company is one of those sure enough of its market to continue to produce cars on a "quality" basis rather than on a "price" basis.

The new prices, $1850 for the Chalmers "Light Six" and $2400 for the "Master Six," mean no more profit per car to us, but they mean something to you.

These new prices mean that Chalmers "Sixes" have never been over-priced. They mean that the Chalmers Company is raising prices, not for more profit per car, but they give the seeker of "quality" even a little more value in the future than in the past.

If you pay less than Chalmers prices for a motor car, you must be satisfied with less quality.

"Light Six"
6-passenger
Touring Car, $1900

—"Sixes" Exclusively

Quality First

Features of Chalmers "Sixes" for 1915

Chalmers Bodies—*We call your attention especially to the Chalmers body design for 1915. The bodies of both the "Light Six" and the "Master Six" are distinctly original. They have been pronounced by experts to compare favorably in looks with the best European cars to which the world always looks for exclusiveness of body design.*

Flexible Power—*Both 1915 Chalmers "Six" motors are exceptionally long stroke. At two miles an hour "on high" or at express train speed, you feel the big reserve of pull and stamina. You never feel uncertain of a Chalmers "Six," and the need for gear shifting is rare.*

Silence—*Here are truly silent cars. No rattle. No vibration to tire your nerves and tear at the mechanism. Silence means absence of vibration and that is simply absence of wear.*

Roadability—*Chalmers "Sixes" ride well. They cling to the highest crowned road. That's because their weight is rightly balanced, because all torsion strains are taken up by big, strong, torque tube and rod. In building for strength and safety, Chalmers design leaves nothing to chance.*

Molded Oval Fenders—*Introduced by Chalmers last year and declared by owners the "handsomest fender built." Give fullest protection from dirt.*

Tungsten Steel Valves—*Will not warp or pit. Almost never need regrinding. Assure full and lasting power. Cost more, but are worth more.*

Medium Weight—*Both Chalmers "Sixes" are designed for lasting and satisfactory service. They are heavy where weight is needed; and do not carry a superfluous pound. In proportion to power, as economical as any.*

Complete Equipment—*All open cars have electric starter, Chalmers tailor-made top, rain vision windshield, Klaxon-made horn, demountable rims, full electric lights. No car carries better equipment or is more convenient.*

3,000,000 Miles of Proof

Here is a proved 1915 car. Announced in May, over 4000 have already been sold and are in use throughout the country. These 4000 cars have been driven a total of over 3,000,000 miles and they have universally made good.

When this car was put on the market we offered it as a "Quality" not a "Price" car. We recommended it to the public not because it weighed a certain number of pounds, not because of any abnormal design, not because it was the most economical car to operate, not because its price was sensational.

But we said in offering it that we believed it to be the greatest all 'round automobile for the money offered since automobiles were first built. Our dealers on seeing the car agreed with us. And 4000 owners are now saying the same thing.

Proved Right By Use

This 1915 model has had an aggregate mileage great enough to prove beyond any question that it has strength for every emergency, power to spare, the easy riding qualities of cars costing much more; that its medium weight is scientifically distributed and its upkeep cost unusually low.

So here you have a 1915 car which has already demonstrated its ability to "stand the road." That is to continue to run silently and smoothly and to look like new after months of hard usage.

An Increase In Price

When we first announced this car, we priced it at $1800. We have since added a few detailed improvements and made some changes in the equipment which have increased the manufacturing cost approximately $50.

So, beginning August 1st, the price of the five-passenger model became $1850. At the new price our factory profit remains the same.

Chalmers Motor Company
Detroit, Michigan

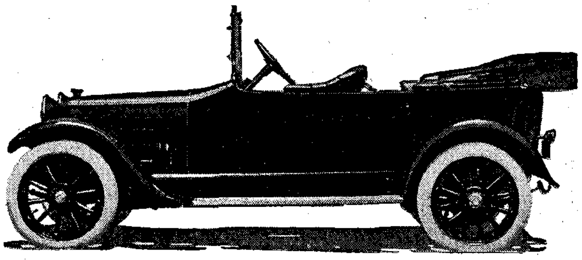
New 6-passenger Type

We are now making this car in a six-passenger model also. Its price is $1900. This is a car of exceptional grace and roominess, with an entirely new, luxurious and distinctive body. The tonneau is fitted with Pullman disappearing seats. Doors are unusually wide. The body is a new type of exclusive Chalmers design.

The two models, like all Chalmers cars, are built complete in the Chalmers shops.

And we have never lost a sale to a prospective purchaser who visited the Chalmers factory and saw Chalmers cars in the making. Those people who have seen Chalmers cars being built realize that quality is something that is "built into" an automobile.

"Light Six" 6-passenger Touring Car	$1900
"Light Six" 7-passenger Limousine	$3300
"Light Six" 5-passenger Sedan	$2850



"Light Six" 5-passenger Touring Car, $1850

who read their particular newspaper's admirable 1,500-word description of Colonel Roosevelt's Pittsburg speech last Wednesday morning, do not know that every one of those 1,500 words was written by a man whose hurrying pencil was gript between the three fingers and thumb of a bandaged hand and who was near to fainting from loss of blood. The correspondent while busily writing Colonel Roosevelt's speech at the big Exposition-Hall meeting had reached into his hand-bag under the table to get another note-book. His razor had slipt out of his case in the hand-bag. Its keen blade sank deep into his right middle finger. He bound a handkerchief around the cut. But the blood quickly forced its way through the linen and began spotting the table and even the sheets of paper on which all the correspondents were writing. As soon as the Colonel's speech was done, the correspondents, not being able to find a taxicab, ran through the dark Pittsburg streets for a mile until they reached the Western Union Telegraph office. There the other correspondents wanted the wounded man to dictate his article. But he objected that the hour was so late that the fellow-correspondent who helped him would not get his own story on the wire in time for the first edition. He sat down at a corner of a strange desk in the telegraph office and wrote his 1,500-word lead and description in little more than an hour with his bandaged hand. And an unusually accurate and complete account it subsequently proved to be, too.

Several of the present members of Sociology 4 are old Roosevelt correspondents who have served at various times and places in the past ten years in exactly the present capacity. Several are brand new. Recently the arrival of a new "student" gave the Colonel an opportunity to exhibit his wonderful power of memory of faces and names in an instance as remarkable as has ever been recorded of him. He had never seen this man before, and, it is safe to say, had never heard of his existence:

The new correspondent was introduced to Colonel Roosevelt on the steps of the Sagamore Hill porch during one of the twice-daily visits. The Colonel, as he shook hands, repeated the correspondent's name.

"Are you any relation to ————?" he asked without any seeming effort of memory.

"I am his son," the startled correspondent answered.

"I knew your father in Albany in 1881," Colonel Roosevelt said.

Colonel Roosevelt's personal thoughtfulness for his followers—one of the qualities which, perhaps, has made him so successful as a leader not only in politics but in war—was shown, according to one of the nine correspondents, during the Colonel's unusually trying trip to Washington five weeks ago. The particular correspondent had been presented to Colonel Roosevelt only a week before.

Many political conferences on the train, the cheering, roaring mob, and rush for automobiles at the arrival in Washington, the announcement of the death of Riis on the museum steps, the surging rush from show-case to show-case in the crowded museum itself, the visit to President Wilson, the American Geographical Society dinner at the hotel, Colonel Roosevelt's lecture at the Convention Hall, and the midnight political meeting at Progressive headquarters—made the day about the most strenuous that the correspondent had ever put in. In describing the experience afterward, the correspondent said that frequently, in a tired moment, he would look up to find that Colonel Roosevelt's eye was momentarily resting on him with a kindly flicker. The effect of this, the correspondent says, was to make him feel that if the Colonel could stand the strain, he could stand it, too.

AFTER THE BATTLE

MEN have long realized the barbarity of war, without much change in their susceptibility to war fever. Perhaps when they once realize clearly its ironic absurdity, which many writers have tried to show to them, they will finally turn from it. Charles Dickens took great pains to make clear the true nature of so-called civilized warfare, in his brief description of "a splendid charge":

> There will be the full complement of backs broken in two, of arms twisted wholly off, of men impaled upon their bayonets, of legs smashed up like bits of firewood, of heads sliced open like apples, of other heads crunched into soft jelly by the iron hoofs of horses, of faces trampled out of all likeness to anything human. This is what skulks behind "a splendid charge." This is what follows, as a matter of course, when our fellows rode at them in style and cut them up famously.

And after the charge? A correspondent of the New York *Tribune* writes of the battle-field of Diest, Belgium. He says:

> Across the battle-field of Diest there is a brown stretch of harrowed ground half a furlong in length. It is the grave of twelve hundred Germans who fell in the fight of Wednesday. All over the field there are other graves, some of Germans, some of Belgians, some of horses. When I reached the place this afternoon peasants with long mattocks and spades were turning in the soil. For two full days they had been at the work of burial and they were sick at heart. Their corn is ripe for cutting in the battle-field, but little of it will be harvested. Dark paths in their turnip-fields are sodden with the blood of men and horses.

The Belgians, in contempt of their marksmanship, had forced the Germans to the attack, which had been made from three points of the field simultaneously. The fighting had been fierce, but now that both sides had swept on, no one seemed to know how those in the fight had really fared. Only by the heaps of dead could one make estimate:

> At least, there were most dead on the side toward the bridge. The charge of 300 Uhlans, who were held in check for a

Heating Experts at Your Service

FREE Let a Kalamazoo expert draw up your heating plans and submit blue prints —*free*—see the results whether you buy of us or not. Write for the

KALAMAZOO Furnace Book

Save $25 to $75

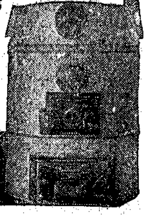
And be *sure* of satisfaction with *experts'* plans—get a low factory price on complete outfit. Year's Trial—Cash or Time Payments—We Pay the Freight.

Ask for Furnace Catalog 975

Kalamazoo Stove Co.
Manufacturers
Kalamazoo, • Mich.

We make a full line of Ranges, Stoves, Furnaces, Metal Kitchen Cabinets and Gas Stoves. Mention which catalog is wanted.

"A Kalamazoo Trade Mark Registered Direct to You"



Big $2 Offer—KEITH'S MAGAZINE For a Year

12 big 80-page numbers and your choice of a $1.00 PLAN BOOK FREE

Keith's Magazine is the recognized authority on building and decorating artistic homes, $2.00 a year. Each issue contains 7 to 10 Plans by Leading Architects.

37—$2,000. One of the 136

Select Your Plan Books Direct or Thru Newsdealers, $1 each

136 Plans of Bungalows.
104 " " Cottages.
125 " costing below $4000
175 " " " $5000
175 Plans costing below $6000
125 " " over $6000
100 " Cement and Brick.
50 Garages, 40 Duplex & Flats.

Any one of these $1. Plan Books Free with year's sub. $2.

M. L. KEITH, 640 McKnight Bldg., Minneapolis, Minn.

ST. LEONARDS FURNITURE—McHUGHWILLOW INLAYS

combining the lines of our original Mission Furniture, with the McHughwillow mountings.

Sketches on request

And always McHughwillow Furniture.
Write for Pen Sketches.

JOSEPH P. McHUGH & SON
9 West 42d St. at 5th Ave. New York

Is your Water Supply Satisfactory?

This FREE BOOK will help solve your problem.

It tells how to choose and install the pumping equipment best suited to *your* requirements—insuring you *unfailing* service and *economical* operation. It tells exactly what each system will do and how much it will cost.

DAYTON WATER SYSTEMS
FOR HOMES FACTORIES AND FARMS

We build every practical type of hand or power driven pumping system, for deep or shallow wells, open or pressure tank, for city or country houses, factories, farms, greenhouses, country clubs or hospitals. Dayton Systems have fewer parts—run more evenly and quietly—require less attention and cost less per year of service than any other. Their compact arrangement makes installation easy and inexpensive.

Modernize your home with a "Dayton System." Send today for your copy of the free book "Water Supply."

THE DAYTON PUMP AND MFG. CO.
590 W. Fifth St., Dayton, Ohio
New York Philadelphia
Boston San Francisco

Cartercar

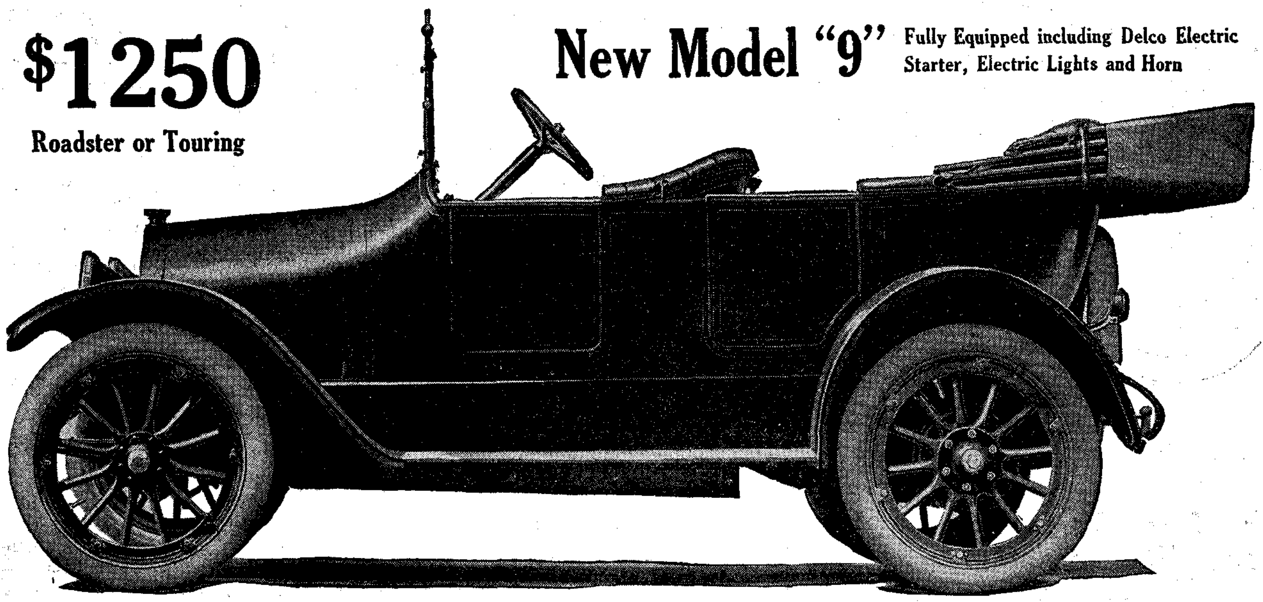
Gearless Transmission's Triumph

$1250

Roadster or Touring

New Model "9"

Fully Equipped including Delco Electric Starter, Electric Lights and Horn



The New Cartercar and the New Cartercar Policy

WITH the advent of the new season, August 1st, 1914, the manufacturers of the gearless transmission Cartercars announce that their policy will be to concentrate all the energy of their present efficient organization on the production of but one model chassis and this on the embodiment of all the distinguishing features of the other Cartercars—yet better than any of them.

The Success Behind the Gearless Transmission

This Cartercar transmission consists of a flat copper disc revolved by the engine and a fibre faced wheel. They grip when rolled together, the edge of the wheel against the face of the disc and the result is transmission by contact instead of cogs.

For twelve years this form of transmission has earned the confidence of its makers and the public. It has proven itself equal to the emergencies and most satisfying under adverse conditions.

Model Nine has all the sturdy qualities of the gearless transmission combined with the added attractiveness of neat lines and complete equipment.

Beauty and Comfort

The cowl dash meets with perfect symmetry the tapered hood. The streamline effect, the deep cushions, the big tires, the extra roomy body, all add touches of grace and ease.

Model Nine Features

The Gearless Transmission.
Trim Streamline Body.
Colors: Raven Blue or Cartercar Gray.
Delco Electric Starter.
Electric Lights and Horn.
Economical, extra powered, Motor.
Big Tires, (33x4 ins.) Rear Tires, non-skid type.
Genuine Leather Upholstery.
Double Deck Seat Springs.
Dimming Searchlights.
New Instrument Board with all controls, fuel gauges, etc., in plain sight.
Horn Button on Wheel.
New Two Way Ventilating, Rain Vision Windshield.
Extra Safe Brakes.
Mohair Top.
New "Inside" Curtains.
License Tag Holders.
Extra Demountable Rim.

40% Better Performance

The motor is a marvel of power and economy.

The bore is 3½ inches and the stroke 5 inches; with the resultant increase in pulling power and the decrease in the consumption of fuel. The head is detachable, making access easy when necessary.

The gear ratio of Model "9" is 4 to 1, which makes the New Cartercar fully 40% better in performance on low as well as on high speeds. Backed by the flexibility and powerful leverage of the gearless transmission, it has a strength unsurpassed by any other car of any price.

The Biggest Value

If we did not confine our output to this one model chassis and at the same time greatly increase the production, we could not possibly sell this splendid Cartercar for $1250. It is the biggest value ever offered in our twelve years' experience.

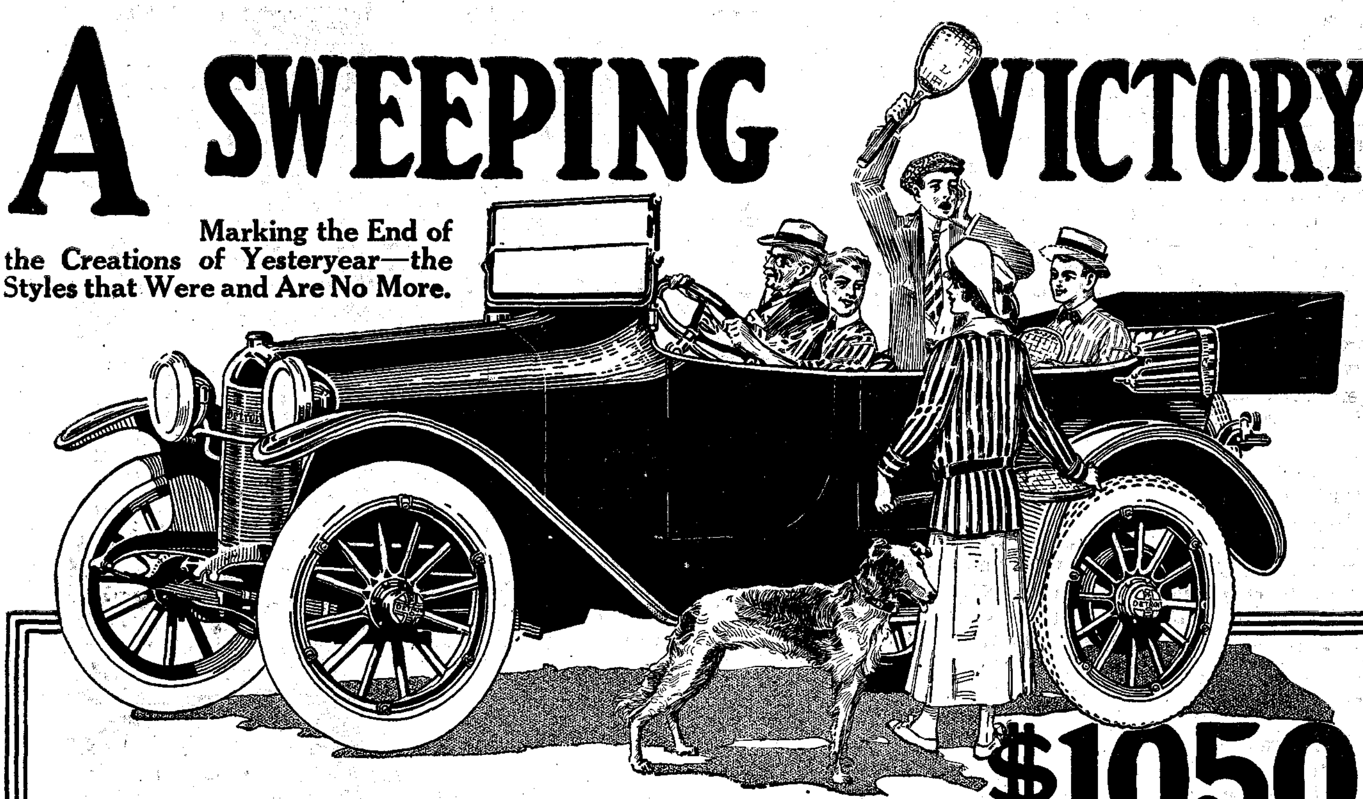
Write for Folder Describing Model "9." A card will bring it

CARTERCAR COMPANY, PONTIAC MICHIGAN

Branches in Chicago, Detroit, Kansas City and Atlanta

A SWEEPING VICTORY!

Marking the End of the Creations of Yesteryear—the Styles that Were and Are No More.



$1050

Complete with Westinghouse Starting and Lighting Equipment.

Gone for good are the knobs and angles and patchworks of ancient styles. They are swept away to the limbo of the wheezy "one lunger" and the oil lamp by the sheer beauty of the new Detroiter, absolutely the first actual European streamline in America; first high-speed, long-stroke, ball-bearing motor; lightest car of its class; biggest car for the money.

The 1915 Detroiter

Other models, without starters, $850 to $925

JUST AS THIS NEW DETROITER made a clean sweep of everything that binds cars to the commonplace in design—

JUST AS THE FUEL-SAVING Detroiter type of long-stroke, high speed, ball-bearing motor made a clean sweep at the Indianapolis race, driving the first four winners across the line—

JUST AS THIS MATCHLESS car fairly swept the convention of Detroiter dealers off their feet when it was unveiled for the first time—

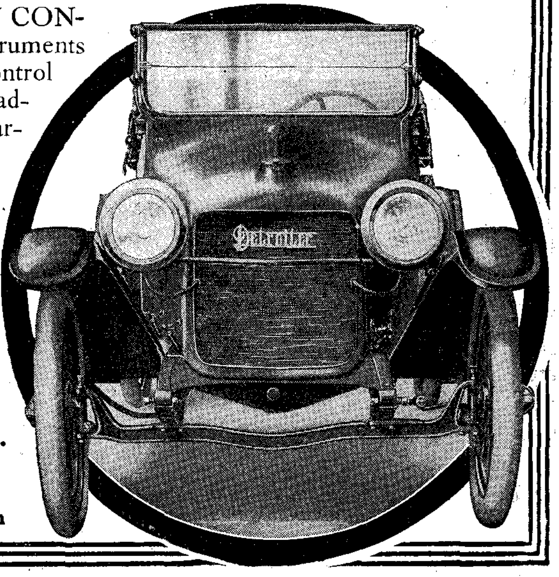
SO HAS ITS INSTANT POPULARITY won a sweeping victory everywhere. Dealers and buyers, from coast to coast, are writing, wiring, coming.

HERE IS THE LIMIT OF beauty, durability, value. Thirty-five special features give the last extreme in refinement—*and they all come in the list price—they* are not "extras."

AND NOTICE THE NEW CONVENIENCES. Recording instruments combined in one unit, every control at your finger tips. Carburetor adjustment on the steering post; carburetor itself raised to an easily accessible point. Emergency light and cigar lighter. Red electric flash that warns against lack of oil. One-man top. Wide doors. And these are only five of the thirty-five.

A Few of the Special Features

- Less than 2300 pounds.
- 112-inch wheelbase.
- 32 horsepower.
- Worm-driven silent starting motor.
- Full-floating rear axle.
- 3-point platform rear spring suspension.
- Actual one-man top.
- Four 24-inch doors.
- Non-skid rear tires.
- 20-operation body finish.
- Fuel tank in cowl.
- Ventilating, rain-vision windshield.
- Ball-Bearings throughout.
- Multiple disc clutch in oil.
- Duplex tire carrier in rear.
- Tulite searchlights.
- Positive gasoline gauge.
- Electric-flash oil gauge.
- 20 to 25 miles per gallon of fuel.
- 100 miles to quart of lubricant.
- Willard L B A Battery.



The Detroiter, like the Gold Standard, is the basis for calculating your money's worth. ***Send today for our illustrated folder.*** **See a Detroiter dealer. Put in your order early.**

BRIGGS-DETROITER COMPANY

5009 Holbrook Avenue **Detroit, Michigan**

short time by seventeen Belgians at a corner, seems, however, to have come near success. The derelict helmets and lances that covered the fields show that the charge pressed well up to the guns and to the trenches in the turnip-fields where the Belgian soldiers lay. On the German left mitrailleuses got in their work behind, and in the houses on the outskirts of the villages. Five of these houses are burned to the ground, and two others farther out are broken all to pieces and burned. In a shed was a peasant weeping over the dead bodies of his cows.

It would be easy now at the beginning of this war to write of its tragedy. The villagers have each a tale of loss to tell. All of the twelve hundred men in the long grave were men with wives, sweethearts, and parents. All the Belgian soldiers and others who were buried where they fell have mourners.

A letter which I picked up on the field and am endeavoring to have identified and sent her for whom it is intended will speak for all. It is written in ink on half a sheet of thin note-paper. There is no date and no place. It probably was written on the eve of battle in the hope that it would reach its destination if the writer died. This is the translation:

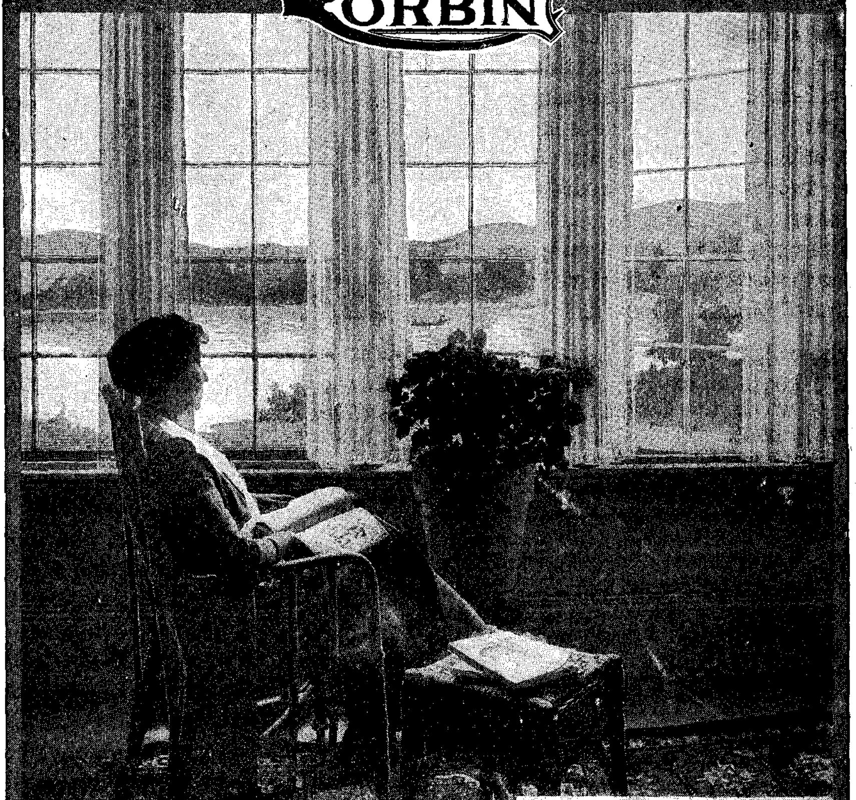
"Sweetheart: Fate in this present war has treated us more cruelly than many others. If I have not lived to create for you the happiness of which both our hearts dreamed, remember my sole wish now is that you should be happy. Forget me and create for yourself some happy home that may restore to you some of the greater pleasures of life. For myself, I shall have died happy in the thought of your love. My last thought has been for you and for those I leave at home. Accept this, the last kiss from him who loved you."

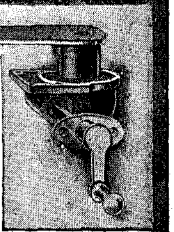
Post-cards from fathers with blessings to their gallant sons I found, too, on the field, little mementoes of people and of places carried by men as mascots. Everywhere were broken lances of German and Belgian, side by side; scabbards and helmets, saddles and guns. These the peasants were collecting in a pile, to be removed by the military. High up over the graves of twelve hundred, as we stood there, a German biplane came and went, hovering like a carrion-crow, seeking other victims for death.

In the village itself death is still busy. A wounded German died as we stood by his side and a Belgian soldier placed his handkerchief over his face. Soldiers who filled the little market-place may be fighting for life now as I write. As I write the enemy is in force not a mile away from them, and in a moment they may be attacked. It is significant that all German prisoners believed they were in France. The deception, it appears, was necessary to encourage them in their attack, and twelve hundred dead in the harrowed field died without knowing whom or what they were fighting.

Another story, also taken from *The Tribune*, is told by Guy Menzies, an English stockbroker, who came through Liège after the German occupation. He says that the Germans, altho they had gained the city, were not very joyful over their success, as they had before them the problem of getting out of the city again, the

CORBIN





A New Casement Operator

The bronze metal handle is all that is seen. Turning it opens or closes the casement window with ease and holds it firmly locked at any point. There is no interference with curtains or shades, or with window screens placed on the inside.

This device makes casements easy to govern and eliminates many objections to this very desirable form of window. Any dealer in Corbin hardware can tell you all about it. Or we will send you descriptive matter upon request. Let us hear from you.

P. & F. CORBIN
The American Hardware Corporation Successor
NEW BRITAIN, CONNECTICUT
Chicago New York Philadelphia

DON'T TALK SOCIAL unless you have the most reliable, up-to-date *facts*, to support you.

THE NEW ENCYCLOPEDIA REFORM OF SOCIAL REFORM, just issued, is the latest, most reliable, most comprehensive work ever published. Nearly 700 large pages. Price $7.50.

FUNK & WAGNALLS COMPANY, New York

What Jefferson Said About War

Acquisition of Territory, Annexation, Conquest, Consent of the Governed, The Monroe Doctrine, Alliances, Etc., Etc., may well be considered now, and is readily accessible in

The Jeffersonian Cyclopedia

Edited By JOHN P. FOLEY

Includes all the important writings and utterances of **Thomas Jefferson**, conveniently arranged under topics in alphabetical order and thoroughly indexed.

Of Vital Present Interest

Over 9,000 Extracts, besides an Appendix of Valuable Documents.

8vo, Cloth; 1,031 pages; carriage paid $7.50.

Funk & Wagnalls Company, 354-360 Fourth Ave., New York

Standard Dictionary superiority quickly becomes plain to the man or woman who investigates.

JUST PUBLISHED

A Momentous History of Events Leading Up to the Present European War From the French Viewpoint

FRANCE
From Behind the Veil

By COUNT PAUL VASSILI

IN THIS VOLUME, written in frank and pungent style, is embodied the author's unrivaled experiences of the inner social and political life of France during the last fifty years. He opens his reminiscences with the meteoric reign of Napoleon the Third and his lovely Andalusian wife, the Empress Eugénie, and closes them "the day before yesterday" as it were.

"There is here much first-hand and entertaining gossip about the celebrities and notorieties of French society during the author's time."—*The Sun, New York.*

"Contains much that is momentous in history, simply and frankly told."—*The Evening Post, Chicago, Ill.*

"No man of the era which closed with the downfall of Napoleon III. had better opportunity for close investigation than did this diplomat, whose missions, mostly of a semi-official nature, were many, taking him to all the courts of Europe."—*The Globe-Democrat, St. Louis, Mo.*

Large Octavo, Cloth, $3.75 net; by mail $3.91

FUNK & WAGNALLS COMPANY
354-60 Fourth Avenue New York, N. Y.

forts outside being capable of a cross-fire that would leave them little chance of making an exit save with heavy losses. He speaks of boulevards lined with Maxims, and of being astonished at the small amount of damage that had been done in the town. Two bridges had been blown up, and the other two were heavily guarded by the Germans. From Liège Mr. Menzies managed to make his way, with various narrow escapes both from the French and Germans, towards Verviers. He says:

> After I had passed Vaux-sous-Chevremont I began to see some of the terrible ravages which the German advance had brought about. At Romsée village, with about five hundred inhabitants, every house had been burned down by the Germans.
>
> At this point three corps were firing, and I had some marvelous escapes from their shells. The Germans were advancing from Hervé through Soumagne and Xhendelesse and were pillaging the village of Maquee. As I passed through, women and children were flying away from their homes with terror-stricken cries, not knowing where to go.
>
> When I reached Fléron the people were so terrified no one would take me in for the night or give me any food. I had to push on as far as Berne. I started again at 4 A.M. on Monday, but I lost my way and got to Soiron.
>
> There I saw more terrible traces of the fire of the forts of Liège. The German field-guns were lying by the side of the road disabled, with dead horses still in their harness. The ground was littered with hundreds of corpses of German soldiers that had not then been buried. The men were lying very close together, indicating that they were being put forward in close order. The wounds inflicted by the shell fire were terrible, and I hurried away from the scene as quickly as I could.
>
> I got to my house at Petit Rechain at 8.30 Monday, having passed through Verviers. My friends were very scared and begged me to leave again as soon as possible.
>
> Left Petit Rochain Wednesday, still on foot, and made my way for the Dutch frontier through Berneau and Moland. At Berneau as I passed through a great German army was encamped. There must have been nearly 100,000 men of all arms, among them were the Death's Head Hussars, of which the Crown Prince is the colonel. And I heard that he had been wounded in one of the engagements around Liège.
>
> Near Verviers I saw two huge guns nine meters long being drawn along a road by thirty horses attached to each. At Magnée they were bringing up howitzers. The Germans were trying to make pontoon bridges over the Meuse at Visé, but as soon as they were completed I saw them destroyed by shot from Fort Pontisie. I was told this had happened twenty times before.
>
> At Louvain we found the King in consultation with the general staff, his majesty drest in a general's field uniform. He looked smiling and confident. The roads leading into Brussels to-night are crowded with mournful processions of Red Cross wagons bringing in the wounded, both Belgian and German walking by the side of the carts, and comforting the sufferers were numerous priests and monks bearing a Red Cross badge. The scene was piteous and moved all beholders to tears.
>
> Soldiers returning from the front are greeted along the road by innumerable women and children, who hand them bottles of wine, bread and meat, and do not forget to be repaid with a kiss.

RUSSIAN HEROISM

NOT unapropos of the present Eastern situation is the story printed by the Kansas City *Star*, written by a Russian Jew, Nathan Frutko. An exile from Russia, he tells of his former assignment, as a physician in the employ of that Government, to the district of Yakutsk, a huge province in northern-central Siberia. Here an epidemic of typhoid was raging, and thither journeyed the doctor with his staff of nurses and assistants. But the situation that faced them there was hopeless in the extreme. These poor peasants whom they were called upon to treat were dying not of typhoid, in reality, but of starvation, which had so weakened them that the ravages of disease could not be stayed by any medical skill. To the Government there was no appeal; and the one course of action which they took speaks eloquently for the caliber of these people who threaten soon to pour their hordes into the European arena. Of the situation in Yakutsk and the realization of their helpless plight, Dr. Frutko says:

> Heavily the day wore through. Evening brought us again together in the Government house, a weary and harassed company, men and women alike, half frozen at heart, and helpless. I sat alone, responsibility heavy upon me. What could be done? Where get food to stay the epidemic. For I was under no illusions. I knew the cause of the sickness—and the Government knew. Cold and starvation were the priests that hourly led victims to the sacrifice, victims whose weakened bodies could no longer resist the contagion.
>
> But it was not of mere whim that the rulers forbade the giving of food to these helpless ones. It was, in a new form, the old drama of dancing peasantry which Catherine the Great had had played before the envoys of France. Humble folk die in darkness and the world sees not; but gifts that may save them from death must be gathered in the light, and the world sees. Greater Russia must be kept content; the great world must remain uncriticizing. Thus the bitter fact of hunger was a state secret. Of no avail to petition the Government, rich with bursting barns. What to it were the deaths of a few Yakutsk peasants weighed in the balance with its own peace and desire for respect? South and middle Russia, if they knew, would help. But how let them know? To publish to them, or to the world outside, the story of this starvation would mean a life sentence to Siberia. But—
>
> "Friends," I called suddenly to my assistants, "these Yakutsk must be saved. You are young; your lives will mean much to Russia. I have lived long enough. Further life under present conditions is impossible. Life in Siberia will not be bad for me. I will make public this need and this guilt. And so, a pen and ink."
>
> The letter was written and addrest to my friend, the publisher of the largest and most widely read of all the newspapers of U—sk. In those pages all Russia would read of the famine and the fever. Help would come.
>
> "Let me at least carry the letter to the station," begged one of my loved nurses. "May I not have some small share of the service?"
>
> She took the letter, her eyes shining with eager joy, and I lay down to rest.
>
> Weary tho I was, however, sleep would not come. I was still wide of eye when late in the night I heard a heavy fall. I ran to the door whence the sound had come, the door of the nurse who had taken the letter to the station. I knocked. There was no answer. I tried the latch; the door was locked. My assistants coming up at this moment, we broke through the door. The body of the nurse lay upon the floor. A stream of blood reddened the edges of a folded paper lying near her. In it she had written:
>
> "Dear Doctor: I have destroyed your letter and replaced it with one I wrote myself. I have been thinking of suicide, at any rate, so I decided to save you for another time.
>
> "Be happy, old colleague. Do not be sorry at seeing me dead. Life in Russia is impossible. Even if you consider my death a weakness, do not blame me."
>
> We looked with reverence at the face of this woman. In her death she had saved many lives.

LO, THE POOR CORRESPONDENT!

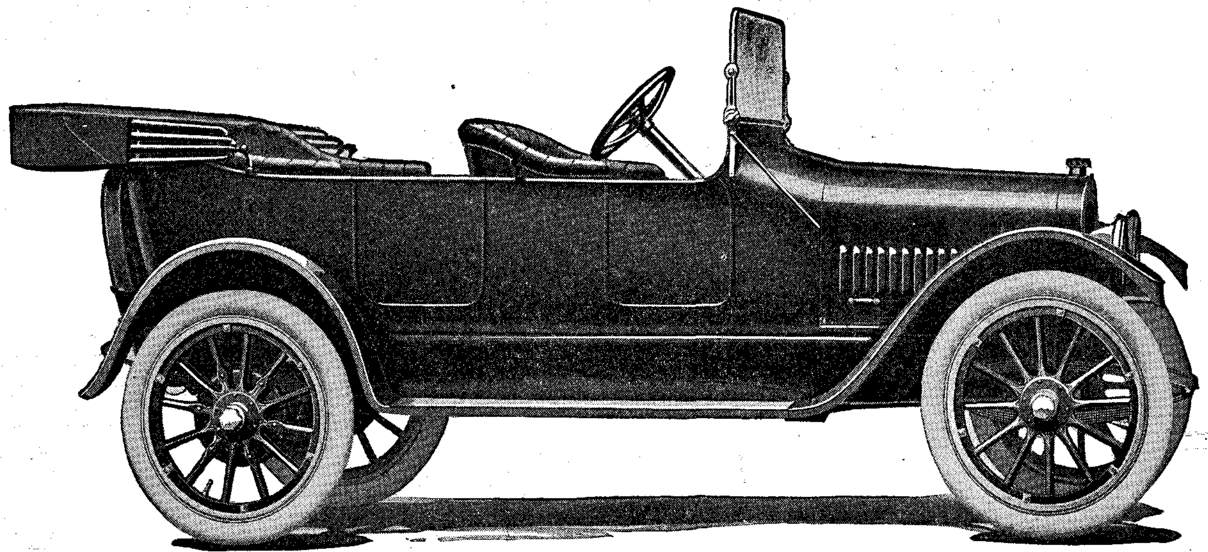
DOUBTLESS, if one but knew, the fevered daily newspapers deserve as much sympathy as blame in their present attempt to report the war for a bloodthirsty nation of peace-lovers. Let them take heart, however, for one of their brethren, on the New York *Evening Post*, has taken pity on them. He has constructed for them a cast-iron, indestructible, hammerless, incontrovertible cable dispatch, such as may be used time and again, with varying head-lines, and such as will satisfy all readers, including all foreign born, including the German-Americans:

> PARIS, or BRUSSELS, or BERLIN (as the case may be).—Another notable victory over the enemy was scored by a French (or Belgian or German) infantry regiment at a point somewhere between Iceland and Sicily. Our troops were outnumbered four to one, but our guns carried four times as far as the enemy's artillery and fired four times as fast. They retired with a loss of six thousand men. Our own losses are three men killed and seven wounded, owing entirely to revolting treachery on the part of the enemy. After a desperate encounter the country was cleared of the enemy. Prisoners report that the enemy has no stomach for fighting. Bridges thrown across the river were repeatedly

Jackson

No hill too steep,
No sand too deep

Greater Value—Lower Price



Model 48-Six—$1650

45 H. P. Delco electric cranking, lighting and ignition. Wheel base, 125 inches. Tires, 36x4 inch, non-skid in rear. Equipment: mohair top, top hood, ventilating windshield, speedometer, electric light on instrument board, sight feed oil gauge. Extra demountable rim, tire carrier at rear and electric horn.

Two New Models for 1915

48-Six—$1650 Olympic "46"—$1375

Six Cylinders *Four Cylinders*

Both Models Center Control. Left Drive. Both Fully Equipped

Thirteen years of constant study of the buyers' needs, thirteen years of continuous development in factory efficiency are expressed in these two Jackson models. We believe they represent the utmost in automobile value. In them is incorporated the maximum of strength, endurance power and comfort. No other cars can possibly offer you more. They are silent cars—you can hear them running but you have to *listen*. And you get Jackson quality, Jackson strength, and the wonderful ease of riding that makes the Jackson the first choice of those seeking *solid comfort*.

The 48-Six a Distinct Triumph

Into its manufacture has gone everything that our long experience has taught. We are proud of it. Its long stroke motor, of European design, unites smoothness, silence and extreme flexibility. It will speed up from a walking pace on high gear to 50 miles an hour within a few hundred feet. It is amazingly *economical*. Cranking, lighting and ignition are by the Delco system.

Note the beautiful stream-line body—not an angle from front to rear. It is big and roomy. Its finish is superb. Its upholstery yields soft, luxurious *comfort*. No car at any price offers you more.

Like all Jacksons, this model has *four full-elliptic springs*. This again means comfort and tire economy. You rarely see a shock absorber on a Jackson car. Jackson tire economy is proverbial.

Before you buy any "Six" find out all about the Jackson 48-Six. It meets the demand for a "Six" of medium size—built to stand up better than any car we know of. Get our announcement telling all about it, or, better still, let the Jackson dealer show it to you.

The Olympic "Forty-Six" for 1915

is a powerful, sweet-running four, a notable successor to the popular "Olympic Forty." Refined and simplified construction, stream-line body, larger motor.

This car can be driven faster over rough roads than any car of similar size and power. This is due to the four full-elliptic springs, which absorb road inequalities and give a new ideal of comfort. Time and time again Jackson owners have demonstrated that Jackson spring suspension has from 33⅓ to 100 per cent more flexibility than other types. Don't be satisfied with reading this statement. Make the Jackson dealer prove the *extra* comfort to you.

The motor is of the same long stroke type that has made the Jackson famous. It is notable for its silence. Larger than the motor of last season, it provides an immense fund of reserve power that makes "*No hill too steep—no sand too deep.*"

A carburetor of improved type in connection with other refinements still further increases the fuel economy of this motor. Fuel is carried in rear tank and fed by vacuum system.

The brief specifications just hint at the remarkable value in this car. Let us send you the catalog that tells the whole story. Write and we will gladly advise you of the nearest Jackson dealer.

Jackson Automobile Company, Jackson, Mich.
1318 East Main Street

SMILES AT MILES

The Tire that is Puncture-Proof—*Guaranteed*

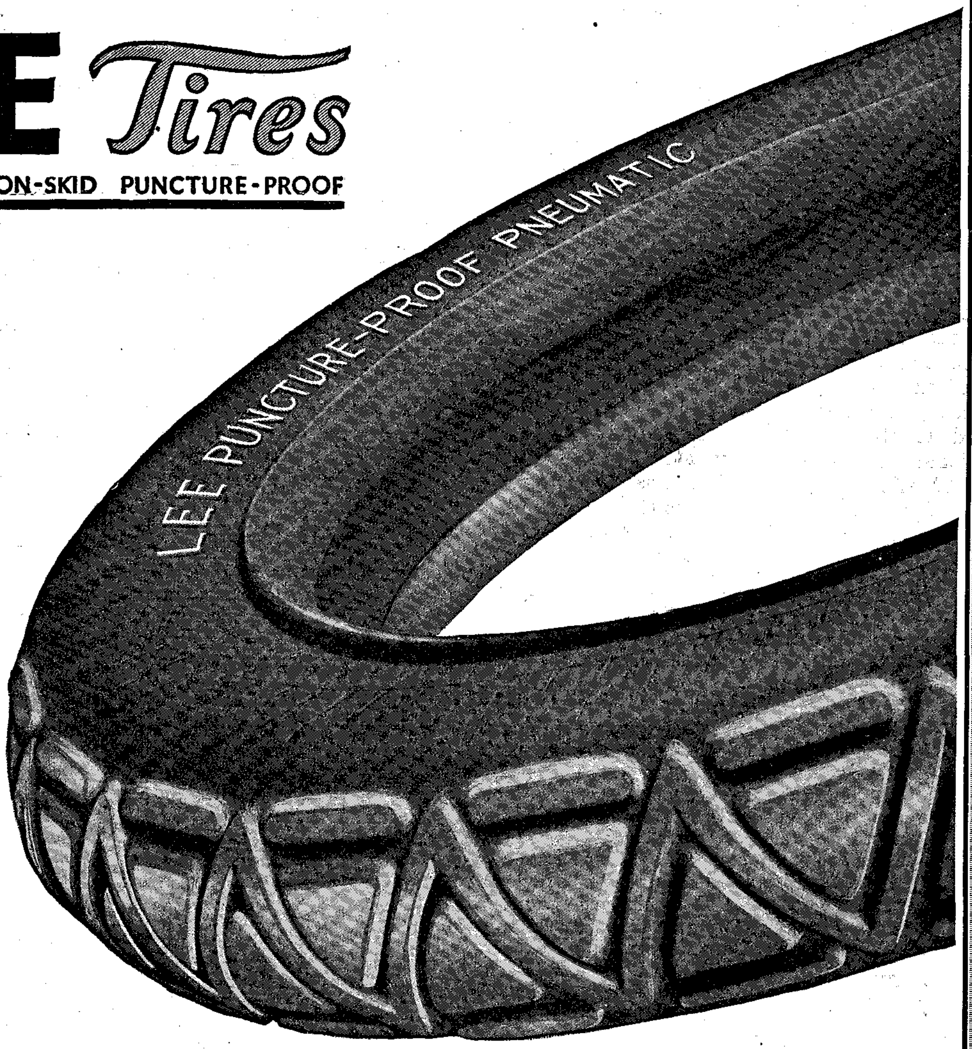
ABSOLUTELY this pneumatic "vanadiumized" rubber tire ends the most provoking of all tire troubles—it is PUNCTURE-PROOF

Wrapped within the body of this tough and sturdy tire are impenetrable but flexible layers of small, segregated steel discs shielding the inner tube from puncture.

This is guaranteed. The Lee Zig Zag is truly a non-skid tread—scientifically the best and safest. Lee Tires yield an amazing mileage—they wear, wear, wear.

LEE *Tires*

PNEUMATIC NON-SKID PUNCTURE-PROOF



STOCKS carried in the following Cities

Austin, Texas
Baltimore, Md.
Bangor, Me.
Boston, Mass.
Brooklyn, N. Y.
Buffalo, N. Y.
Charleston, S. C.
Chicago, Ill.
Cincinnati, O.
Dallas, Texas
Danbury, Conn.
Dayton, O.
Denver, Col.
Dover, N. J.
El Paso, Texas
Fresno, Cal.
Ft. Worth, Texas
Gloucester, Mass.
Grand Rapids, Mich.
Harrisburg, Pa.
Hartford, Conn.
Houston, Texas
Indianapolis, Ind.
Jacksonville, Fla.
Kansas City, Mo.
Los Angeles, Cal.
Meriden, Conn.
Milwaukee, Wis.
Minneapolis, Minn.
Morristown, N. J.
Nashville, Tenn.
New York City, N. Y.
Newark, N. J.
New Haven, Conn.
New London, Conn.
Norfolk, Va.
Oakland, Cal.
Omaha, Neb.
Philadelphia, Pa.
Pittsburg, Pa.
Pittsfield, Mass.
Portland, Oregon
Providence, R. I.
Reading, Pa.
Rochester, N. Y.
San Antonio, Texas
San Francisco, Cal.
Seattle, Wash.
Springfield, Ill.
St. Louis, Mo.
St. Paul, Minn.
Toledo, O.
Waco, Texas
Washington, D. C.
Waterbury, Conn.
Wheeling, W. Va.
Wilkes-Barre, Pa.

IN CANADA

Montreal
Toronto
Vancouver, B. C.
Victoria, B. C.
Winnipeg, Manitoba

LEE TIRE & RUBBER CO.

Manufacturers of Rubber Goods since 1883
CONSHOHOCKEN, PA.
Look up "Lee Tires" in your Telephone Directory

shattered by our artillery. This makes our victory over the enemy twenty miles this side of the river all the more remarkable. Maneuvering skilfully between a mountain and a river, both of which, we assure our readers, are to be found in any respectable atlas, our men made repeated charges through the corn-fields and well beyond into the vineyards which recur at regular intervals between Rotterdam and Lisbon. Similar victories are reported from along the entire front, which we can go so far as to say is facing the enemy without venturing to specify where the enemy is.

SENATOR VEST'S SPEECH

DOWN in Johnson County, Missouri, they are erecting in the county courthouse a commemorative tablet to a man who made a speech there once about a dog. It wasn't a real speech; it was just a few words addrest to the jury by a man who was a lover of dogs, and who was trying to prove that killing a man's dog is a real and tangible injury to the man. The lawyer who made the address was the late Senator George G. Vest. All through the trial, so tradition states, the Senator paid scant attention to the defense, the evidence, or the witnesses. The Kansas City *Journal* continues:

When the time came for the attorneys to argue the case, the Senator opened no ponderous legal tomes. He cited no learned decisions and appealed to no vellumed "authorities." He merely stept forward to the jury box, and in a conversational tone, without any attempt at oratorical effect, delivered this masterful little etching of eloquence, which has passed into a classic in the literature of the law and the humanities:

"Gentlemen of the jury: The best friend a man has in this world may turn against him and become his enemy. The son and daughter that he has reared with loving care may become ungrateful. Those who are nearest and dearest to us, those whom we trust with our happiness and our good name, may become traitors to their faith. The money that a man has he may lose. It flies away from him when he needs it most. Man's reputation may be sacrificed in a moment of ill-considered action. The people who are prone to fall upon their knees and do us honor when success is with us may be the first to throw the stone of malice when failure settles its cloud upon our heads. The one absolutely unselfish friend a man may have in this selfish world, the one that never deserts him, the one that never proves ungrateful or treacherous, is his dog.

"Gentlemen of the jury: A man's dog stands by him in prosperity and poverty, in health and in sickness. He will sleep on the cold ground, when the wintry winds blow and the snow drives fiercely. He will kiss the hand that has no food to offer. He will lick the sores and wounds that come in the encounter with the roughness of the world. He guards the sleep of his pauper master as if he were a prince.

"When all other friends desert, he remains. When riches take wings and reputation falls to pieces, he is as constant in his love as the sun in its journey through the heavens. If fortune drives the master forth, an outcast in the world, friendless and homeless, the faithful dog asks no higher privilege than that of accompanying him to guard him against danger, to fight against his enemies. And when the last scene of all comes and death takes his master in its embrace and his body is laid away in the cold ground, no matter if all other friends pursue their way, there by his graveside will the noble dog be found, his head between his paws and his eyes open in alert watchfulness, faithful and true even to death."

It is also part of the history of the case that the jury, not with unwet eyes, gave a verdict for the Senator's client without leaving the jury box.

WAR-RIDDEN JOURNALISM

"A BIG European war will be a fine thing for the newspapers," remarked a big business man in Philadelphia the other day. Probably a good many other people who have seen wild-eyed newsboys selling copy after copy of the latest extra in no time at all are of the same opinion. With extras coming out several times a day, and nearly every one buying them morning, noon, and night, one would think that war would be a big daily's favorite form of international pastime. The contrary is true, however, as a contributor of the Philadelphia *Public Ledger* explained to the misinformed business man:

Alas! Others may see your ointment, but you alone can observe the fly swimming around in it. The ink is scarcely dry upon the printed testimony of one newspaper manager to the effect that the Spanish-American War had cost his publication a tidy three-quarters of a million net.

The editor of the London *Post* told me his paper had twenty correspondents in the Boer War and cable-rates were then $1.20 a word from Cape Town. That African conquest was the biggest menace to newspaper dividends which London has experienced in a generation.

I saw dispatches come from Manila during our insurrection there which cost $3,000 a column. That included the price paid the special correspondent for sending one article.

Yes. A convention of newspaper proprietors would as quickly indorse a great war for their own money-making purposes as a farmers' grange would vote to employ a pack of wolves to guard their sheep.

Innocent, but.—A bad case of highway robbery, tried several years ago before Chief Baron Green, on the last day of the Ennis Assizes, resulted in an acquittal. The Chief Baron, addressing the sheriff, said:

"Mr. Sheriff, is there any other indictment against this innocent man?"

"No, my lord," was the reply.

"Then you'll greatly oblige me if you don't let him out until I have half an hour's start of him on my way to Limerick."—*Tit-Bits*.

Buy Sterling Furniture

$21.00

Compare with anything offered at retail at 25% higher

At Factory Prices

Our new catalog embodies the best of our 26 years experience manufacturing high-grade furniture. Many examples of the beautiful new American type at surprisingly low prices. You buy direct from our factory, paying only one small profit.

Perfect satisfaction guaranteed—or all your money returned. No risk to you. *Special*—desks, buffets, bureaus, etc., fitted with thief-proof steel boxes for valuables.

FREE—Handsome Catalog

Write today for large book of beautiful Sterling Furniture. Hundreds of splendid pieces, at factory prices.

Sterling Furniture True to its name

Sterling Furniture Co.
1209 Sterling Building
Toledo, Ohio

Do You Run a FORD?

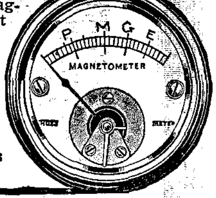
Just because you get spark enough to run your Ford motor, your magneto isn't necessarily as strong as it should be for best results. The

Hoyt Magnetometer

shows the strength of the magneto so that it may be kept at its original efficiency, thereby reducing fuel bills and giving a more lively motor.

Price at garage or hardware store, $4.00. Write for Booklet B describing Ford magneto and ignition troubles and remedies.

Hoyt Elec. Instrument Works
Penacook, N. H.



MANY exclusive varieties of bulbs for bowl or bed culture are illustrated and described in our new catalogue and handbook. Superior specimens of well-known favorites.

Carters Bulbs

are thoroughly tested, assuring the very highest quality and success in cultivation. A complimentary copy of the catalogue on request.

CARTERS TESTED SEEDS, INC.
114 Chamber of Commerce Bldg.
BOSTON, MASS.

SEEDSMEN BY ROYAL WARRANT TO HIS MAJESTY KING GEORGE V.

SEASONED INVESTMENTS NETTING 5% TO 6%

First mortgage bonds where each original issue has been substantially reduced by serial payments, margin of security correspondingly increased and borrower's ability to meet obligations under all conditions definitely proved. An unusually wide variety as regards maturity, and location and character of security, enabling you to select an investment suitable to your own requirements.

Ask for Circular No. 862 R

Peabody, Houghteling & Co.

(Established 1865)

10 So. La Salle St., Chicago

INVESTMENTS AND FINANCE

HOW LONDON MET THE FINANCIAL CRISIS

DESPITE our neutrality and our remoteness from the scene of conflict, the first shock of Europe's plunge into war was sufficient to close our stock exchanges and force our Government to emergency measures to save our financial structure from collapse. To England, one of the actual combatants, the immediate financial effect was naturally even more paralyzing. How this crisis was met we are told by a London correspondent of the New York *Journal of Commerce*. In addition to the shutting down of the stock exchange, all the banks in the country were closed for five days by royal proclamation in order to check the panic and to give the banks time to deal with the situation, probably unparalleled in history. The condition of the Bank of England is summed up as follows:

"The deposits in the London banks amounted to £1,000,000,000 and their acceptances £400,000,000. A run had commenced on the Bank of England, in the form of persons presenting notes of £5 and more to be exchanged for gold. The bank's gold holding had already been heavily reduced by foreign demand, and it could not face further heavy withdrawals without some drastic action.

"In the three days from Wednesday, July 29, to Saturday, August 1, the bank's note issue increased from £29,706,000 to £36,105,000, a rise of £6,399,000, while the holding of coin and bullion decreased from £38,131,000 to £27,622,000, a decrease of £10,509,000, and the ratio of reserve to liabilities dropt from 40 per cent. to 14 per cent., this being a record slump."

To meet this situation the bank-rate was raised to 10 per cent. "for the first time since 1866." The writer goes on to explain:

"To understand the difficulty faced by the Bank of England, it must be explained that in this country paper currency such as is used in the United States is practically unknown. Our smallest denomination of paper money until yesterday was the £5 note, equivalent, say, to your $25. Bank-notes were only used by the very rich. The large majority of the working classes have never seen a bank-note and the vast majority of the general public have used bank-notes only on special occasions. They have been accustomed all their lives to doing their business with coins—gold, silver, and copper—and gold coin is in common use to the same extent as $10 and $20 bills in New York.

"Now, on the morning of Friday, July 31, the banks began to exercise a certain amount of discrimination in passing out gold against checks presented for payment. Imagine what this meant to the population, which was beginning to get alarmed about the financial situation. War seemed inevitable with Germany, the Stock Exchange had closed to prevent 50 to 300 failures; everybody was getting uneasy; and then the banks began to show an inclination to pay bank-notes instead of gold coin. The result was that the public immediately took the bank-notes to the Bank of England, where they knew they could get gold coin for the notes. The Bank of England, being obliged to hold on to its gold in view of the war, had to do something to meet the situation, and this is what was done.

"The obviously necessary thing was to issue notes for small amounts of £1 and 10*s*., equal to $5 and $2.50, and, if necessary, to issue these notes in excess of the legal reserve. But the Bank of England was unprepared physically to meet this situation. It had no small notes. They had to be designed first, in a manner not easily counterfeited; the plates had to be made, special paper had to be selected, manufactured, and delivered; special machinery had to be got to work: and so during this unprecedentedly long bank holiday the Bank of England has been busy night and day printing the new bank-notes.

"Meanwhile the public had to be educated to the use of bank-notes instead of coin; they had to be taught by the newspapers and by proclamation posted in the streets that these slips of paper marked as 'One Pound Notes' are equivalent to £1 in gold and that the banks will give them £1 sterling for the piece of paper. At the same time the public has been taught that the Government needs the gold at present because we are at war and that anybody who insists on having gold instead of paper is aiding the country's enemies. Citizens of the United States who are accustomed to bills will scarcely realize what a revolution this simple change in currency represented to the poorer classes."

The public, however, adapted itself readily to the change, and "when the banks opened it was found that the panic had stopt." The next step was to reduce the bank-rate from 10 per cent. to 5 per cent.

In another dispatch the same correspondent, discussing the war situation in more general terms, remarks:

"Perhaps the most terrible personal side of the question is the separation of fathers and sons from those who are utterly dependent upon them for the wherewithal to buy food, and food will be scarce and dear. This is the case not only with Germans and Frenchmen who have joined the flag of their country, but also of the volunteer forces of this country."

And again we read:

"So far the trade conditions of the country have not been reduced to a chaotic state, but this is an inevitable development. It must be understood that England has not experienced a mobilization of her forces (such as has occurred in the last few days) since the Crimean War. The whole country is dislocated for the purpose of transporting and feeding the troops and for provisioning the Navy. Train services have to be arranged to meet the requirements, not of the public, but of the military, and the fear of famine has led many civilians to enter into arrangements to provision their homes for months ahead. Such conditions have never been experienced in living memory, and many level-headed men have been staggered by the sudden developments of the last few days. . . . . . .

"What will have happened to trade and finance before the war ends nobody can foretell. If the war stopt to-night, and peace was declared for all eternity, there would still be hundreds of financial and commercial failures before the end of three months; but the war may last for months, and what will be the state of business affairs then, nobody can tell."

THE DUTCH RIVAL OF STANDARD OIL

What is called a "world-wide struggle for mastery of petroleum," is now going on, says the New York *Times Annalist*, between the Standard Oil and the Royal Dutch Oil Company. That paper's correspondent in Amsterdam notes that prices for the stock of this company in the week of June 5 "touched the highest point in the company's history." The advance, to some extent, was due to a dividend having been declared at the end of the year of 33 per cent., which, with an extra dividend declared earlier in the year, made a total distribution of 48 per cent., against 41 per cent. for the preceding year. The writer says, further, as to this company and its competition with Standard Oil:

"The strength of these shares is the more noticeable because it has been manifested in the face of lower petroleum prices all over the world. Since the middle of April the prices of crude oil in the United States have shown the same sharply declining tendency that has been noted on this side of the ocean. In Russia the price of oil rose to its highest point, 26¼ cents per 36 pounds, in March. Since then it has fallen to 18½ cents per 36 pounds. In Galicia it is $1.62 per 220 pounds, and in Roumania the price is barely $1.56 per 220 pounds, a decline of 6 cents from last year's average.

"The oil industry seems more and more to be passing into the control of the Standard Oil Company and the Royal Dutch-Shell combine. The great rivalry for supremacy in the petroleum markets of the world will have to be fought out, in the end, between these two mighty concerns, both of which are striving to expand and penetrate to every corner of the globe.

"In this connection, the agreement reached between the Standard Oil Company and the Chinese Government is of the utmost importance. If the exploration of the oil-fields of Yen-Ch'ang, Yen-An-Fu, and Chengtefu, as well as of the Provinces of Shensi and Chihli, results in a profitable operation of the fields, the American-Chinese corporation will be established on such terms that practically the entire Chinese oil market will come under the control of the Standard Oil Company. This would be a great blow to the Asiatic Company, the distributing concern of the Royal Dutch-Shell group, which, during the last few years, has been a strong competitor of the Standard in the Far East.

"The Royal Dutch-Shell group, however, is likewise very active in pushing forward its spheres of influence all over the world. Rumors are current that this group is trying to acquire a share in the operation of the oil-fields of Mesopotamia. According to the reports, the Deutsche Bank intends to begin exploiting these fields in cooperation with the Royal Dutch-Shell combine and the Pearson group.

"In other parts of the world the Royal Dutch-Shell group is also making progress. A few years ago efforts were made to acquire an interest in the rich oil-fields around Tampico, Mexico. Under the reign of Huerta permission was obtained to begin operations in this district and the La Corona Oil Company was organized at The Hague, with a capital of 5,000,000 florins. The company has been very successful in striking oil. In the beginning of this year one of its wells in the neighborhood of Panuco began to gush 15,000 barrels a day. Subsequently its flow increased to

Safety—In Times of War

In times like these prudent investors desiring wholly safe securities naturally turn to mortgages on the land.

First mortgages on well located, improved city real estate in the United States, or their more modern equivalent, first mortgage real estate bonds, are investments which are proof against all the disquieting influences which a great conflict causes.

There is no better, sounder and more solid basis for an investment than improved real estate. The land is the foundation and the source of all value. It will always be there, and always be valuable. A roof over one's head is the first necessity of life. First mortgages and first mortgage bonds secured by such property are by their very nature non-fluctuating securities.

During the 32 years since this House was founded, the securities we have sold have successfully met the test of such periods as that through which we are now passing. This is attested by the fact that no investor has ever suffered loss of either principal or interest on any security purchased of us.

The bonds are in denominations of $100, $500 and $1,000, and the mortgages in amounts of $3,000 upward. Write for information, indicating whether you are chiefly interested in mortgages or in bonds, and

Ask for Circular No. 546-J.

STRAUS BUILDING

S.W. STRAUS & CO.
INCORPORATED
MORTGAGE AND BOND BANKERS
ESTABLISHED 1882
STRAUS BUILDING CHICAGO
32 YEARS WITHOUT A DOLLAR LOSS
ONE WALL STREET NEW YORK

6 and 7 % Net FIRST MORTGAGES
Jacksonville, Fla.

On improved business and residential property, on conservative 50% margin. We have had 11 years' experience in this field; references furnished if desired. Titles to be approved by leading attorneys. Correspondence invited.

PALMER AND PALMER, Jacksonville, Fla.

Interest On Idle Funds

Money awaiting investment may be deposited with this company in a reserve account subject to check, on which interest will be allowed; or it may be placed on a time Certificate of Deposit which will command a better rate.

Your investment funds will thus be earning a definite income even though not permanently employed.

Pamphlet outlining our various facilities will be mailed upon request.

Ask for booklet S-140

Guaranty Trust Company
of New York
140 Broadway
Capital and Surplus, $30,000,000

THE advertising columns of The Digest now give the investor news of investment offerings almost as quickly as the daily papers.

This affords the advertiser an opportunity to schedule copy for these pages and to reach quickly the investing public throughout the country. Many attractive bond issues are decided upon and sold within two or three weeks, so that this service fills a real need.

We advise those of our subscribers seeking advice or enlightenment on investments to write to any of the bankers represented in our columns.

Many financial houses maintain special bureaus of information and advice for prospective investors. A small investor will receive exactly the same service as the large investor.

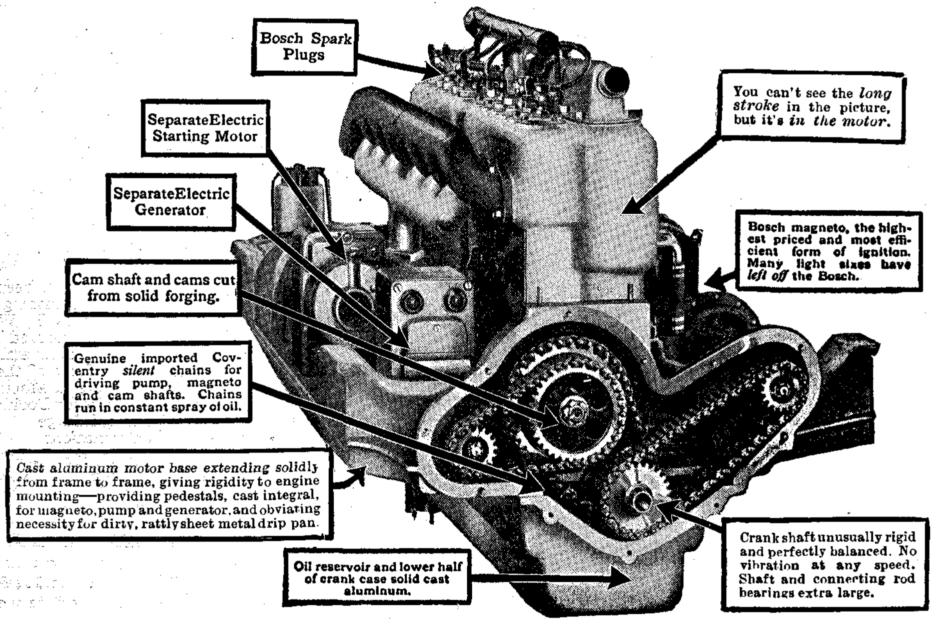
The Literary Digest

Its Marvelous Motor Makes the

CHANDLER $1595

LIGHT-WEIGHT SIX

A Really Great Automobile


Bosch Spark Plugs
Separate Electric Starting Motor
Separate Electric Generator
Cam shaft and cams cut from solid forging.
Genuine imported Coventry *silent* chains for driving pump, magneto and cam shafts. Chains run in constant spray of oil.
Cast aluminum motor base extending solidly from frame to frame, giving rigidity to engine mounting—providing pedestals, cast integral, for magneto, pump and generator, and obviating necessity for dirty, rattly sheet metal drip pan.
Oil reservoir and lower half of crank case solid cast aluminum.
You can't see the *long stroke* in the picture, but it's *in the motor.*
Bosch magneto, the highest priced and most efficient form of ignition. Many light sixes have *left off* the Bosch.
Crank shaft unusually rigid and perfectly balanced. No vibration at any speed. Shaft and connecting rod bearings extra large.

Other Chandler Motor Features:

Oiling system completely contained within the motor. No outside piping. Oil pumped from main reservoir into reservoirs above all main bearings, into chain compartment and thence into every working part. Individual oil trough under each connecting rod. Fly wheel completely enclosed. Instant accessibility of all parts. Cylinders and water heads finished in pearl gray baked enamel with aluminum and nickel fittings.

The Chandler weighs only 2885 lbs., fully equipped. It runs 16 miles or more per gallon of gasoline, 700 miles per gallon of oil, and 7000 miles per set of tires. Speed, 3 to 55 miles per hour on high. Climbs every famous demonstrating hill in America on high. Possesses every high-grade feature found on high-priced sixes.

MAYBE you have had in mind two or three cars, some one of which you planned to buy this summer.

Now what was it that led you to set aside for later decision these two or three cars? Was it the large number of them you see on the street? Was it the story of tremendous production? Was it the shape of the hood and the lines of the body? Was it the upholstery and finish?

The Chandler has *all* these qualities. There is no car more graceful, more beautiful in design. None at anything like its price that is more handsomely upholstered and finished. But, *beyond these* qualities, it has a *marvelous* motor that you cannot get in any other car.

We are safe in assuming you want a six-cylinder car, for nearly everybody paying more than $1200 wants a Six. We are safe in assuming you want a *light* six, for hardly anybody wants the expense of carrying around a lot of unnecessary weight.

Now then, figuring that these two points express your attitude, why not base your principal consideration on the *motor*, the heart and life of the car?

What makes a car a source of real pride, or perhaps of annoyance? The motor! Consider the *motor first*, then, in choosing your car.

Consider the *Chandler* motor. Chandler owners all say it is a really marvelous motor. Chandler dealers all say the same. Engineering authorities say the same.

And—this is important—it is the *exclusive* Chandler design and Chandler make. It is not a common stock design motor found in *different* makes of cars. You cannot get it in any other car.

We have been building six-cylinder cars and six-cylinder *motors* for eight years. We know six-cylinder construction. Isn't it only reasonable that knowing how to build six-cylinder *motors*, we should also know how to build the *rest* of our car equally well?

The answer is found in this: We have built Chandler reputation and success to a point demanding annual production of *thousands* of cars, and not a single mechanical weakness has developed in this car. Not a word but of praise has been heard of the comfort and *roadability* of the Chandler, and the beauty of its design and finish.

The Chandler pioneered the way in the light six field. It proved that a high-grade six of moderate size could be built to sell for less than $2000.

A whole host of light sixes followed. More are following now. And still they come.

But what of the *motors?* How many are the builders' exclusive design?

The Chandler has made good everywhere. And because, first of all, under the hood there is a marvelous motor. It's the motor that makes the Chandler a really great automobile.

The profit-sharing price for the new 1915 models, seems almost impossible but it's true. Touring car or roadster $1595. For Fall delivery handsome limousine, sedan, coupe and cabriolet.

There is a Chandler dealer in every principal city and many smaller cities and towns. Get in touch with the one nearest to you now. Study the exclusive Chandler motor, give the car a genuine test, find out what other owners say of it. *Then* select your car. If you don't know your Chandler dealer, write us at once for catalog and booklets, and we will try to arrange for you a thorough demonstration.

CHANDLER MOTOR CAR CO., 808-838 E. 131st St., Cleveland, Ohio

New York City Office, 245 West 55th Street—Cable Address, Chanmotor

100,000 barrels a day. It is now maintaining a daily average of 30,000 barrels. In March, 1914, the oil in stock, produced by this one well, amounted to 1,200,000 barrels, and the first shipment was made at the end of that month. The present unsettled situation around Tampico, of course, severely handicaps the operations in this district, but as soon as normal conditions return the Mexican acquisition will undoubtedly add greatly to the production of the Royal Dutch-Shell combine.

"This group, also, has invaded America and is pushing its way vigorously. Concrete evidence of this is that in San Francisco a new concern has been organized under the name of the Valley Pipeline Company, with a capital of $10,000,000. Mr. W. Meinske-Smith, formerly organizer of the business of the Shell Transport and Trading Company in Japan and China and at present chief representative of the Royal Dutch-Shell combine in America, has been appointed manager.

"The various auxiliary companies of the group are heavily increasing their production. The Astra Romana, one of the subsidiaries in Roumania, produced, during last month, 47,663 tons, against 35,898 tons a year ago, and the Tarakan Oil Company and Moeara Enim, both subsidiaries working in the Dutch East Indies, produced respectively, the former during last month 26,000 tons, against 19,525 tons in the preceding year, and the latter 31,586 tons during the first quarter of the year, against 28,018 tons for the same period of last year. The production of the Bataapche Petroleum Company and the Anglo-Saxon, the two biggest subsidiary companies of the combine, is only published at the end of the year, but it may be taken for granted that their figures will show the same progress.

"Of great importance for the position of the Royal Dutch Oil Company in the Dutch East Indies, in which part of the world it has played, up till the present, a dominant rôle, will be the question as to whom the Djambi concessions will be granted. In 1912 the Dutch Government invited applications for the exploration and exploitation of these concessions, and on that occasion the Standard Oil Company backed the establishment of a Dutch company under the name of Dutch Colonial Oil Company in order to be in a position to apply for the concessions. No decision has as yet been taken by our Government, and because the offerings are binding up till January 31, 1915, it is feared that decision on this important matter will be deferred until then. The general opinion is that the Royal Dutch Oil Company has the better chance of obtaining the concessions."

RISING COSTS IN THE GOVERNMENT OF CITIES

Close observers frequently call attention to the growing burden put on taxpayers by city governments. Costs have been rising for several years, and are relatively greatest in the largest municipalities. A recent report from the Census Bureau points out the per capita expenditures in cities for purposes other than public service enterprises, the operation of 195 cities being covered, these cities having had, in 1912, at least 30,000 population. The per capita payments for all these cities averaged, in that year, $17.34. This is an increase of 33.2 per cent in ten years. The payments included comprise those made for general government for protection to property, health, streets, charities, hospitals, education, recreation, etc. With the 195 cities classified into five groups according to population, the following are some of the facts *Bradstreet's* summarizes:

"The first group comprises those cities having a population of 500,000 or over in the year 1912; the second those having between 300,000 and 500,000 inhabitants; the third, having a population of from 100,000 to 300,000; the fourth, those with from 50,000 to 100,000 inhabitants, and the fifth, cities having from 30,000 to 50,000 people within their jurisdiction. The last mentioned group, comprising the smallest cities, in point of population, of those considered, had per capita payments averaging $11.69. The expense per head of population rose with the number of inhabitants, being $12.06 for cities of the fourth group, $14.22 for the third group, $19.99 for the second, and $21.24 for the first group, which comprised the largest cities; that is, those having a population of 500,000 or over.

"When we come to consider the expenses for certain specific governmental activities in detail, we find the above exprest conclusions generally true, tho there are some variations as regards the relative costs in larger and smaller cities respectively. For example, the per capita payment for fire-department service for the 195 cities increased from $1.30 in 1902 to $1.62 in 1912, but the expenses were heavier in cities of the second and third groups than in any of the others, tho lower in the fourth and fifth groups than in the first one. The figures are: For cities in the first group, the largest in population, $1.58; for those in the second group, $2.02; for those in the third group, $1.68; for those in the fourth group, $1.50; and for those in the fifth group, those lowest in population, $1.38. The range of variation in cost was wide, the expense per capita rising from $0.45 in Newport, Ky., a city in the fifth group, to $3.65 in Omaha, Neb., a city in the third group. Philadelphia, which is one of the large cities in the first group, had a low cost of fire protection for its size, viz., $0.91, or one-fourth that of Omaha. The per capita cost of police protection increased from $1.84 in 1902 to $2.04 in 1912. Here the expense rose in proportion to the size of the cities, taken by groups, tho some of the municipalities in the third and fourth groups exceeded in expense that of the highest city in the third group. The per capita expenses under this head were: For cities in the first group, $2.75; for the second group, $2.14; for the third group, $1.53; for the fourth, $1.26; and for the fifth, $1.06. The city of lowest per capita cost was Lincoln, Neb., in the fifth group, with $0.48, while the highest cost was $3.43 for San Francisco, in the second group.

"The expense for education shows the largest advance for the decade, rising from $3.61 in 1902 to $5.02 in 1912. Under this head the expenditures per head of population show a progression from the smaller to the larger cities, taken by groups, with one exception, the fifth group showing a slightly higher per capita cost than the fourth. The expenditures per capita were as follows: For cities in the first group, $5.55; for those in the second group, $5.30; for those in the third, $4.57; for the fourth, $4.29; and for the fifth, $4.34. The lowest per capita expense was $1.66 for Tampa, Fla., and the highest $8.97 for Pasadena, Cal., both in the fifth group, which, as has been said, contains the smallest cities in point of population. In the case of educational expenditure per capita, the cost for the highest individual city in each group decreased in inverse ratio to the population, with the single exception that the highest city in the second group was lower than the highest one in the first group."

Majority Rule.—"I never like to drink from a public cup."

"Go ahead, stranger, it's all right. Everybody uses it."—*Life.*

First Mortgages
Security—Stability—Income

It is pretty safe for the individual investor to follow the lead of the Savings Banks. As a rule, they invest about half their funds in real estate mortgages and half in corporation bonds.

Ward-Harrison first mortgages have two important qualifications: they are high grade mortgages and they yield the investor 5½%. They are a first lien on producing farms in the fertile Black Lands of Central Texas. We loan 35% to 50% only on our own conservative valuation. We then sell the original mortgage, which has coupons attached like a bond, payable through your own Bank and the National City Bank of New York.

Let us explain mortgage buying to you. Send for our interesting, illustrated booklet, D-5, and list of offerings.

Our Valuations are Your Protection

Ward-Harrison Mortgage Co
Fort Worth, Texas

WERE RIGHT
ON THE GROUND

6% Safe and Sure FARM MORTGAGES

6%

For 31 years "we have been right here on the ground" furnishing to investors all over the U. S., Western First Farm Mortgages secured by rich agricultural land worth several times amount of loan. Many of the most experienced investors in America are our customers. Write for Booklet "A" and List of Offerings in large and small denominations.

E. J. Lander & Co.
Grand Forks, N. D.
Est. 1883
Capital and Surplus $400,000
ECJL

LAWYERS handling trust funds and seeking sound investments, at profitable rates, should have their names added to our mailing list. No Charge.

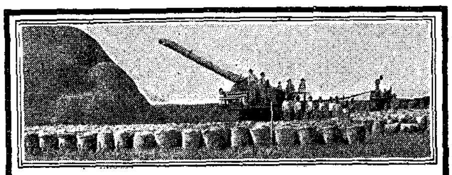
Hennepin Mortgage Loan Co.
MINNEAPOLIS, MINNESOTA

7%

Your Money Will Earn 7% & 8%

invested in first mortgages in Oklahoma City improved real estate. We have never had a loss. Interest paid promptly. Value of property three times amount of loan. Write for **free** booklet describing our business and list of loans. We have loans of $150.00 to $10,000.00.

Aurelius-Swanson Co.
31 State Nat. Bank Bldg., Oklahoma City, Okla.



Threshing Out 6%

for you from the fertile lands of Louisiana.

You will be interested in knowing about the progress of the South in scientific and diversified agriculture.

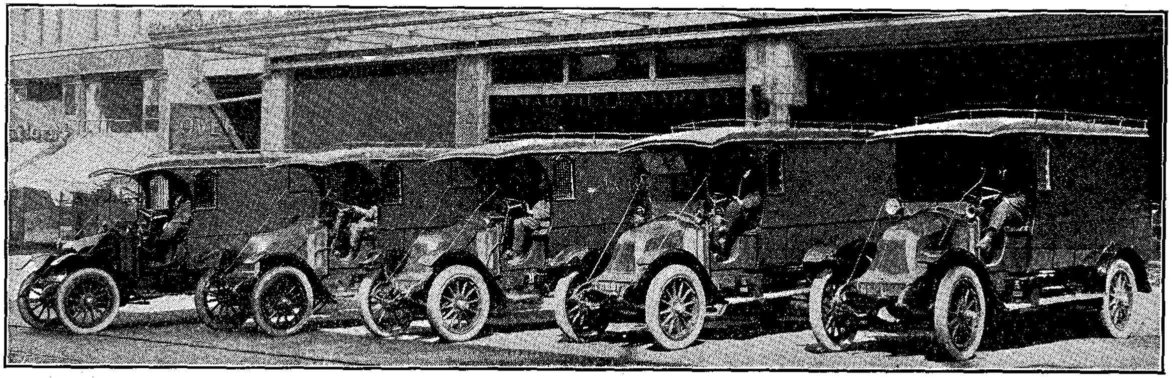
SAFETY FIRST is the plan on which we operate and you are guaranteed that your interest and principal will be paid promptly when due.

Our Booklet "DOWN SOUTH" tells you all about investments in $100 and $500 pieces, for cash or partial payments.

Write for Booklet 1131-K

MORTGAGE SECURITIES CO.
CAPITAL PAID IN $600,000.
P. H. SAUNDERS, PRESIDENT - LEVERING MOORE, ACTIVE VICE PRES
WHITNEY-CENTRAL BLDG. NEW ORLEANS.

Why the Bon Marche Stores, Seattle, Wash., Purchased Two More ¾ Ton Lippard-Stewart Trucks after they Had Used Three of the Same Capacity for 7 Months



This fleet averages approximately 50 miles a day under severe conditions

Remarkable Work Over the Hills of Seattle

The appearance of the original cars and the favorable comment they created for the Bon Marche stores; their remarkable quietness after 7 months of service on wearing grades; their low operating expense and surprisingly low cost for repairs, led to the second purchase.

We have furnished chasses with various types of bodies for over seventy lines of business.

We have furnished from 1 to 12 cars for over

30 Department Stores
10 Wholesalers
18 Grocers
10 Butchers
5 Florists
11 Bakers
10 Confectioners
5 Druggists
12 Dairies
6 Laundries
5 Hardware Stores
5 Liquor Dealers
5 Bottlers
5 Furniture Dealers
15 Manufacturers
10 Funeral Directors
5 Delivery Service Cos.
5 Contractors
15 Public Service Cos.
5 Clothiers
U. S. Parcel Post
U. S. Army

Lippard-Stewart MOTOR TRUCKS

Radiator at Dash Our Dealers' Sign

Read These Reasons for the Specifications on These Cars:

Continental Motor

35 H.P. (2 and 1½ Ton). 30 H.P. (1 Ton, ¾ Ton.) Selected for great durability and "get there" power. The long stroke motor for trucks.

Automatic Speed Governor

An absolute protection against foolish waste of power and ignorant driving.

Eisemann Magneto

Gives very hot spark on low or starting speeds as well as on high speeds.

Cone Clutch

For simplicity and great dependability.

Brown-Lipe Transmission

Timken Axles and Bearings

Both of recognized QUALITY and standard excellence.

Worm Drive (David Brown)

(Standard on 1 Ton, 1½ Ton, 2 Ton. On ¾ Ton extra above bevel drive.) Gives steady, even drive with minimum loss of power. More dependable and durable than chain or bevel spur gears. The kind that gained fame on the London omnibuses after other drives had failed.

Wheel Bases that suit the load.

Big Size Tire Equipment

Left Steering—Center Control

Dealers, Get in Touch With Us Now on the Line

¾ Ton

that gives rapid service and long-run satisfaction in light delivery work.

1 Ton

with 8 to 9½ ft. loading space, power that never fails, durability unsurpassed.

1½ Ton

that fills the gap in light and heavy duty trucks with great economy.

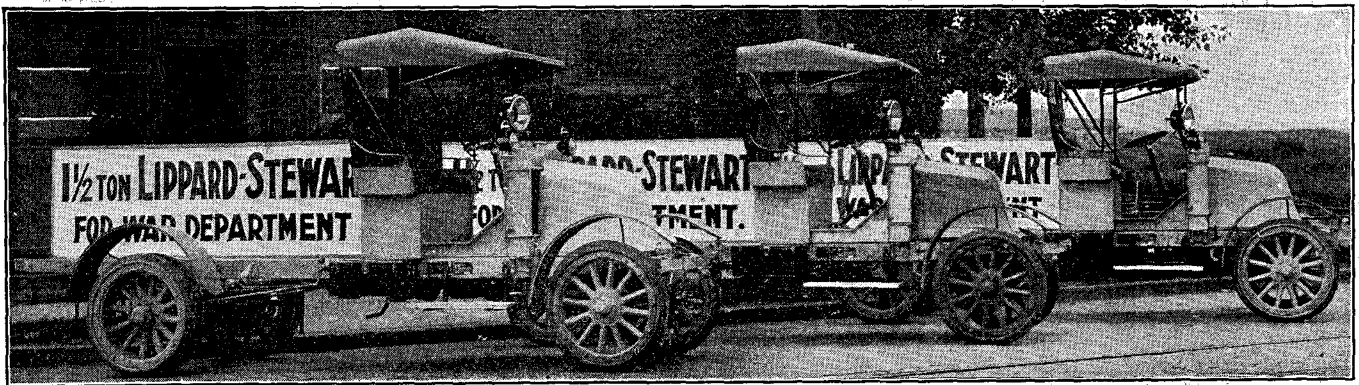
2 Ton

A big seller in wholesale and contracting trades. The big truck that produces big results.

Merchants and Business Men Should Write for Catalog and Special Information on Truck Service

LIPPARD-STEWART MOTOR CAR CO., 1721 Elmwood Ave., BUFFALO, N. Y.

Distributors and Service Stations in Leading Sections of the Country



Worm Drive Trucks Purchased in June by the War Department for Army Escort Duty on the Mexican Border

THE SPICE OF LIFE

Too Much.—Polly—" When they came back from their wedding trip he had just $2.60 in his pocket."

Peggy—" The stingy thing ! "—*Boston Transcript.*

The Cause Discovered.—A Swede was working for a farmer, who demanded punctuality above everything else. The farmer, according to *The Youth's Companion*, told him that he must be at work every morning at 4 o'clock sharp. The "hand" failed to get up in time, and the farmer threatened to discharge him. Then the "hand" bought an alarm-clock, and for some time everything went along smoothly. But one morning he got to the field fifteen minutes late. The farmer immediately discharged him, in spite of his protestations that his alarm-clock was to blame.

Sadly returning to his room, the discharged employee determined to find out the cause of his downfall. He took the alarm-clock to pieces, and discovered a dead cockroach among the works.

"Well," he soliloquized, "Ay tank it bane no wonder the clock wouldn't run—the engineer bane daid."

His Maiden Effort.—The following advertisement, appearing in the advertising columns of the New York *Herald* for August 18, deserves a wide circulation. Its author may have to admit a few failings, but he at least need not acknowledge any lack of self-confidence:

JAPANESE, 25

IMMATERIAL MILLIONNAIRE!!!

Humbles while he humbles, esteems while he esteems, obliged to necessary; he is immaterial millionnaire in brains property, as well as moral character if ever there is one; his brain is like operation of wireless telegraph for business news; his eyes are like microscope or *x*-ray for business inspection; he is like live wire for general business operation, in which is like electric current or running water over standing board; he is like dead wire for terrific storm; compass of his life's journey, right points out his vocational destination even tho he is jack of all trades for business only; he is like magnet for business society, as well as personal sociality; he is like live engine in himself, its indicator sight points out (+) degrees more and more, second by second, minute by minute, as if doing of second hand of watch; at present he is like new moon as human light, but firstly his wonderful applied higher mathematics; secondly, enormous practical and theoretical engineering; science knowledges; thirdly and lastly, invincible will with invention; genius may lighten him perhaps as full moon some future day in electrical and mechanical business which are closely related to each other, as if king and queen in modern and future technological world; his future may crown perhaps your meritorious business, for will sacrifice everything of himself for sake of business; victory in the survival of the fittest; seeks tactic field in large manufactory or laboratory, where his full qualifications closely will be appreciated but sorrow to close having no reference, for this is his maiden advertisement for his new life in the magnificent new world. Address Diamond Under Sands. 111 Herald.

Woman's Work.—She—" Don't you think we would better go back through England again on the way home? "

He—" But we did England."

She—" I know it. But since we were there think of all the lovely new ruins the suffragettes have made."—*Life.*

His Favorite Style.—" How will you have your eggs cooked? " asked the waiter.

" Make any difference in the cost of 'em? " inquired the cautious customer with the brimless hat and the ragged beard.

" No."

" Then cook them on the top of a slice of ham," said the customer, greatly relieved.—*Tit-Bits.*

Where Autos Fail.—A farmer was recently arguing with a French chauffeur who had slackened up at an inn regarding the merits of the horse and the motor-car.

"Give me a 'orse," remarked the farmer; "them traveling oil-shops is too uncertain for my likin'."

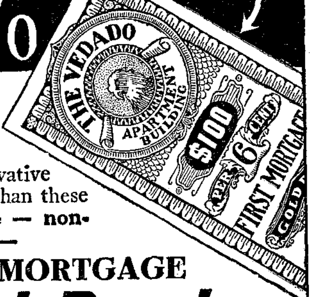
"Eet is prejudice, my friend," the chauffeur replied; "you Engleesh are behind ze times; you will think deefairent some day."

"Behind the times be blowed!" came the retort; "p'r'aps nex' time the Proosians are round Paris and you have to git your dinner off a steak from the 'ind wheel of a motor-car, you Frenchmen'll wish you wasn't so bloomin' well up-to-date!"—*Sacred Heart Review.*

The Reference Librarian

At times behind a desk he sits,
At times about the room he flits—
Folks interrupt his perfect ease
By asking questions such as these:
" How tall was prehistoric man? "
" How old, I pray, was Sister Ann? "
" What should one do if cats have fits? "
" What woman first invented mitts? "
" Who said ' To labor is to pray? ' "
" How much did Daniel Lambert weigh? "
" Don't you admire E. P. Roe? "
" What is the fare to Kokomo? "
" Have you a life of Sairy Gamp? "
" Can you lend me a postage-stamp? "
" Have you the rimes of Edward Lear? "
" What wages do they give you here? "
" What dictionary is the best? "
" Did Brummell wear a satin vest? "
" How do you spell 'anemic,' please? "
" What is a Gorgonzola cheese? "
" Who ferried souls across the Styx? "
" What is the square of 96? "
" Are oysters good to eat in March? "
" Are green bananas full of starch? "
" Where is that book I used to see? "
" I guess you don't remember me? "
" Haf you Der Hohenzollernspiel? "
" Where shall I put this apple peel? "
" Où est, m'sie, la grand Larousse? "
" Do you say ' two-spot,' or ' the deuce'? "
" Come, find my book—why make a row? "
" A *red* one—can't you find it *now ?* "
" Please, which is right? to ' lend ' or
'loan '? "
" Say, mister, where's the telephone? "
" How *do* you use this catalog ? "
" Oh, hear that noise ! Is that my dog? "
" Have you a book called ' Shapes of
Fear '? "
" You mind if I leave baby here? "
—*Edmund Lester Pearson in the Secret Book.*

6% On Your Money



Where can you find a better, more conservative investment than these — absolute — non-fluctuating—

FIRST MORTGAGE

Gold Bonds

secured by first mortgages on high class, new apartment buildings located in a fine renting neighborhood? All titles guaranteed and all bonds certified to by Trust Company. Denominations $100—$300—$500—$1,000. If you have $100 or more to invest, don't fail to send for our circulars explaining this plan whereby you can participate in all the advantages of large investments.

FIRST GOLD MORTGAGES

These pay 5½ and 6% and are in great demand by those having larger sums to invest where safety is assured. Guarantee policy with every mortgage. Send for free booklet.

COCHRAN & McCLUER
38 N. Dearborn Street Chicago, Ill.

Investment vs. Speculation

To invest in securities is to discount the future.

The future of a highly productive, well located farm, is much more certain than that of any business.

We offer you mortgages covering loans in the most successful farming districts, based on 40% (or less) of the producing value of the land.

These mortgages will net you 6%.

Ask for Booklet "H"

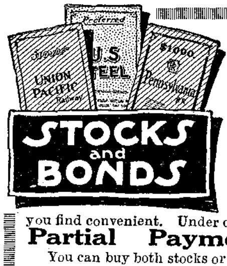
Markham & May Company
MILWAUKEE, WISCONSIN
BRANCHES } Portland, Ore. Seattle, Wash. Superior, Wis.

How do you wish to invest?

We offer you a choice of Four Plans

By means of our four plans of investment, which we have perfected in our years of experience in helping our customers invest their funds to the best advantage, we are prepared to meet the demands of every kind of investor, from the largest to the smallest, and from the capitalist to the salaried man. One of our plans will suit you exactly. Complete details and Investment Analysis Blank furnished on request.

THE REALTY GUARANTEE & TRUST CO.
Capital and Surplus, $400,000.00
Youngstown, Ohio
7%



A SMALL FIRST PAYMENT

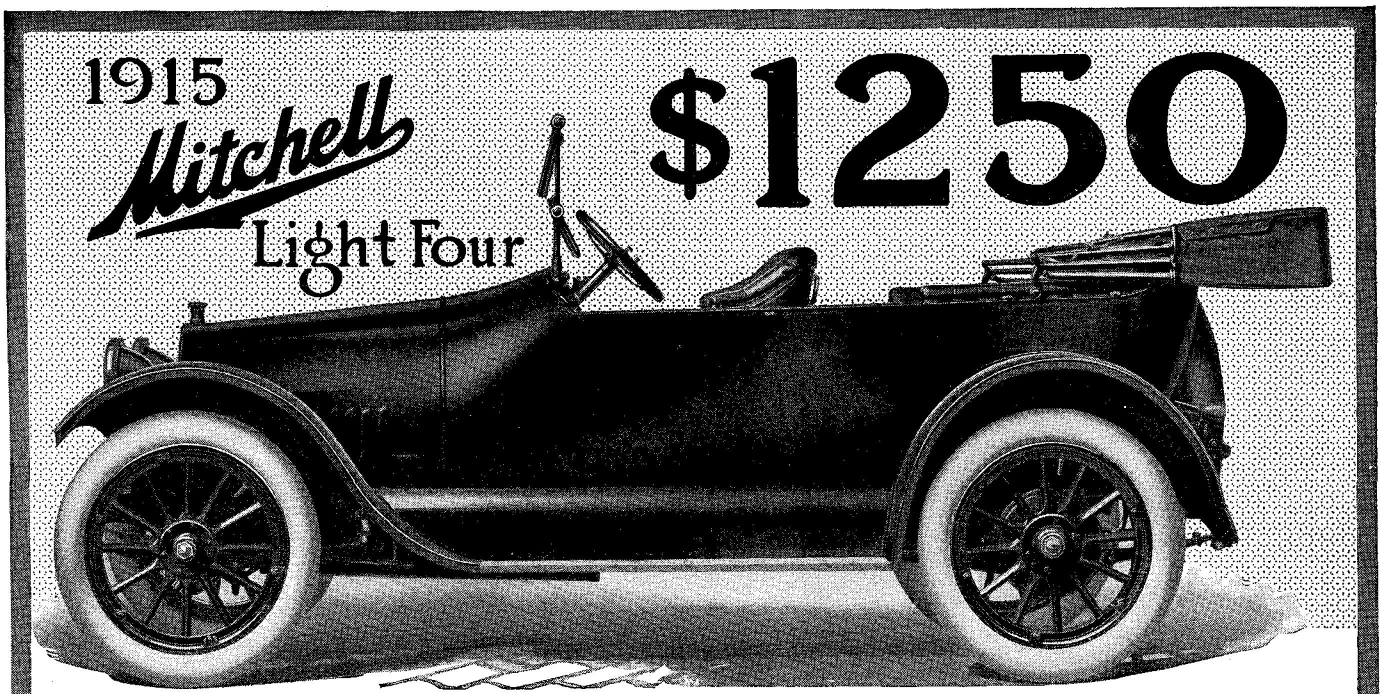
will enable you to buy one or more shares of high-grade dividend paying stocks, upon the re-opening of the New York Stock Exchange. You can invest whatever amount you find convenient. Under our plan of

Partial Payment Purchases

You can buy both stocks or bonds. $20 down will buy one share of U. S. Steel; $30 down will buy one share of Pennsylvania R.R.; $10 down, a $100 New York City bond, etc., the balance in small monthly payments. You receive the dividends while paying for the securities, and you may sell at any time.

BOOKLET 16 MAILED FREE

Sheldon, Morgan & Co., 42 Broadway New York City
Members New York Stock Exchange



1915 Mitchell Light Four $1250

A Revelation in 1915 Automobile Values

Never before have such unprecedented values been offered as in the 1915 Mitchell Light Four. Here is a car that is literally crammed with value. It represents the best "Buy" in Motordom today.

Look where you will—but if you once see this wonderful car you will be compelled to admit that it is the greatest on the market today.

The Mitchell 1915 Light Four is a John W. Bate masterpiece. John W. Bate is the greatest authority in the automobile world—he is responsible for more radical changes—he has achieved more than any other man living. He has built a car that has solved every motor problem—one that is motor simplicity and efficiency *in the highest degree*—

Light Weight But Safety First

Safety and Durability have not been sacrificed in the 1915 Mitchell Light Four.

It's a light weight car—yet one that will ride rough country roads as well as smooth city boulevards and not acquire the expensive "garage habit" either.

Rough every day going is anticipated in the "*Bate two-unit three-point suspension construction*"—twists and jars will not throw essential parts out of order—accidents are also prevented—

Read These Remarkable Features:

- Light Weight
- Accessibility
- Economy
- Chrome Vanadium Steel Construction
- Long Stroke, High-Speed L-Head Motor
- Three-point Motor Suspension
- Full Floating Rear Axle
- Two-unit — Three-point Construction
- Silent Electric Starter
- Electric Lights
- Silent Chain Drive Shaft to Generator and Distributor
- Positive Helical Gear Drive to Cam Shaft
- Water Pump on Fan Shaft
- Dimming Search Lights—Non-Glare System
- Electric Horn
- Speedometer
- Gasoline Gauge
- Mitchell Power Tire Pump
- One-Man Top
- Integral Rain Vision Two-Piece Windshield
- Quick-Action Side Curtains
- Crowned Fenders
- Portable Exploring Lamp
- Demountable Rims
- Extra Tire Carrier in Rear
- Stream Line Body
- License Brackets

An Economical Car

Because the cost of keeping it *on the* road is small—its repair bills are infrequent and gasoline cost moderate—

Fewer parts than used in most cars to get out of order—more drop forgings—more *hand work*—all these help keep the car running and make the Mitchell an economical car.

Saves Gasoline

Because gasoline energy is turned into mileage with less loss than in ordinary cars—

Friction is reduced to a minimum—the offset crank shaft—*prevents friction* and secures *all* the gasoline energy for turning the wheels.

The *perfect* cooling of the motors insures *complete combustion*—no gas is wasted—

The beautiful simplicity of the car insures the maximum of smooth running with a minimum of resistance.

Accessible

Of course all cars are accessible—their makers say so—

But lift the hood of the Mitchell 1915 Light Four and see what accessibility and simplicity really mean—

You can see for yourself even if you're not an expert—compare what you see there with what you see under the hood of other cars.

The *real accessibility* of Mitchell cars enables the adjustment of a part *before* a repair *becomes necessary*—when a repair is required a Mitchell car does not have to be *entirely dismantled*—the 75% of repair time employed in dismantling a car is thus saved. But of prime importance is the longer life of the car this accessibility assures.

Smooth Riding

Like riding on velvet—because the weight is evenly distributed and carried low—and the springs are extra long—extra strong and resilient. The upholstering is *luxuriously comfortable.* Ask your dealer for a demonstration that will tell the real story—

Saves Tires

Because *each wheel* carries its full share of the load—no set of wheels more than another—wheels are properly and perfectly aligned—no side motion to rub the tread off.

Finally

In appearance the 1915 Mitchell Light Four is as snappy a car as you ever saw—long, low, rakish—with all the up-to-the-minute accessories. Finished in rich dark Imperial-French blue—nickel trimmed.

There are 35,000 Mitchells in use today.

Maybe a Mitchell owner lives near you. Write us and we'll tell you—Mitchell owners can tell you more about the Mitchell reliability than we can.

Get the Personal Touch

Ask for a demonstration. If there isn't a Mitchell dealer in your town, write us—we'll arrange a demonstration for you without obligation on your part.

But, if you're going to buy a car, be sure and *see the Mitchell*—ride in one—drive it yourself—Get the Personal Touch. Never before was so much real motor value crammed in any car.

We have a complete set of booklets—literature—interesting and illuminating.

Please write for them.

Address Dept. 129.

The Mitchell Line for 1915

Mitchell Light Four—two and five passengers—4 cylinders—35 horse power—116 inch wheel base—34x4 tires, **$1,250**

Mitchell Light Four—6 passengers—same as above, **$1.300**

Mitchell Special Six—5 passengers—6 cylinders—50 horse power—132 inch wheel base—36x4½ tires, **$1,895**

Mitchell Special Six—6 passengers—same as above, **$1,995**

Mitchell Six De Luxe—7 passengers—6 cylinders—144 inch wheel base—60 horse power—37x5 tires.....**$2,350**

F. O. B. Racine

Mitchell-Lewis Motor Co.
Racine, Wis, U.S.A.

CURRENT EVENTS

European War

August 14.—The French and Belgian armies join forces.

August 15.—Japan sends an ultimatum to Germany, demanding the withdrawal of her men-of-war and the surrender of Kiaochow.

August 17.—The Belgian capital is removed from Brussels to Antwerp.

Japan agrees to confine all her operations to the China Seas.

The rumored engagements and areas of fighting are as follows: Germans moving in the direction of Wavre, Belgium, are said to be repulsed; the French lose heavily between Namur and Dinant; the Liège forts, battered by the German siege-guns, are taken; the French War Office reports the capture of German heights on the Alsatian frontier; a strong supporting French line is reported established from Thann through Gernay to Dannemarie; Austrians claim a cavalry occupation of over 150 miles of the Russian frontier; two Austrian ironclads reported sunk and another on fire in the Adriatic, after a conflict with the French; Turkish troops march toward Greece across Bulgarian territory; Montenegrin troops cross the Bosnian frontier and occupy Tchaintza after a fierce battle; the Servians repel Austrians near Lyna.

General Foreign

August 13.—Provisional President Carbajal and members of his cabinet abandon Mexico City and seek refuge at Vera Cruz.

August 14.—Fifty-seven officers and marines are landed in Nicaragua on account of expected political disturbance.

August 15.—General Obregon and the victorious Constitutionalist army enter Mexico City in triumph.

August 17.—The Argentine Republic opens an office in New York to receive deposits for credit in Buenos Aires without discount.

August 19.—Pope Pius X. dies at the Vatican.

Carranza appoints his cabinet and repudiates Carbajal's $10,000,000 bond issue.

Domestic

WASHINGTON

August 13.—The Senate ratifies 18 out of Secretary Bryan's 20 peace treaties with foreign nations.

August 14.—The State Department is asked to notify foreign governments that the Panama Exposition will not be postponed on account of the war.

August 17.—The Senate passes the House bill to admit foreign ships to American registry, but refuses to admit them to coastwise trade.

The President nominates Frederic C. Howe, of New York, as Immigration Commissioner at Ellis Island.

August 19.—Attorney-General James C. McReynolds is nominated by the President to fill the vacancy left in the Supreme Court by the death of Justice Lurton.

GENERAL

August 15.—The Panama Canal is opened informally with the passage of the government vessel *Ancon* from the Atlantic to the Pacific.

In Montana and northern Idaho a thousand men struggle to suppress devastating forest fires.

August 15.—The sixth death from bubonic plague is reported at New Orleans.

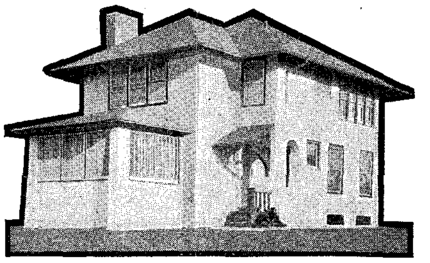
August 18.—Troops are mobilized at Wilmington, Delaware, to quell race riots there.

Women's Rights.—" Look at her," said the ironmonger, indicating a departing customer. " She sent her wringer here to be repaired. I promised it her for this week, but couldn't keep my promise. Now she wants me to pay a charwoman who came unnecessarily—half a crown, and tuppence tramfare. Then she wants me to pay the laundry bill for the clothes."

The ironmonger breathed heavily.

" But that's not all. Her husband dines out on wash-days, and as he dined out on a wash-day which wasn't a wash-day—y' understand?—she says I ought to pay for his dinner. No, she doesn't ask anything else. And they call 'em the weaker sex."—*Tit-Bits.*

$50 Saved Last Winter in this Chicago Home!



Read This Startling Letter

This past winter I enjoyed, for the first time, ideal heating, and at the same time saved fully $50.

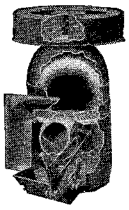
To my mind the Underfeed is so far ahead of the topfeed, that there really is no comparison, and when you come right down to facts, the topfeed is an expense proposition, even as a gift.

I would not think of going back to a topfeed any more than I would think of leaving Electric Light for Candles.

Wishing you success, I am,

Yours very truly,
R. E. DICKINSON,
2210 Estes Ave., Chicago.

Mr. Dickinson's experience, as given above, is similar to that of over 25,000 other users of Williamson heaters. A saving of *one-half* to *two-thirds* of *your* coal bills is the positive result with the Underfeed.



Cut-Out View of Furnace

What Others Say About It

If you want further proof we'll send you the names and addresses of over 2,000 Underfeed users—some right in your vicinity—who *know by experience* that *clean, even, economical* heat is obtainable only with the Underfeed. Here are what just six out of 25,000 users say: "Coal bill $16.22 for seven rooms." "$5.40 to heat four rooms." "Reduced coal bill from $109 to $53." "Heats two flats for $30 per year." "Heats ten-room house for $25." "Saved $122 a season."

WILLIAMSON NEW-FEED UNDERFEED Furnaces and Boilers

Cut Coal Bills ½ to ⅔

With the Underfeed, coal is fed from below. All the fire is on top. Smoke and gases are burned up, making more heat. You can use cheap slack soft coal or pea and buckwheat sizes of hard coal and secure same heat as highest-priced coal with *no* smoke, smell and dirt. No other furnace or boiler does this. Soon pays for itself. Adds to renting and selling value of any building. Adapted to warm air, steam and hot water. A saving of 50% in coal bills guaranteed with a Williamson *New-Feed* Underfeed when properly installed and operated. If you are going to build or want to cut down your high cost of heating, send the coupon for full information. Write today—NOW. (30)

THE WILLIAMSON HEATER COMPANY
Formerly The Peck-Williamson Company
3021 Fifth Street Cincinnati, Ohio

This Coupon Brings All The Facts

THE WILLIAMSON HEATER COMPANY
3021 Fifth Street, Cincinnati, Ohio

I would like to know *how* to cut my coal bills from one-half to two-thirds with a Williamson *New-Feed* Underfeed.

Warm Air............ ....Steam or Hot Water.................
(Mark an X after System interested in.)

Name ....

Address ....

My Dealer's
Name is ....

5% 6%
DANFORTH FARM MORTGAGES

Will bear the closest investigation. Our territory is limited to localities where values are tried and permanent.

Fifty-six years' experience in lending on farm lands without the loss of a single dollar means something to persons who want safe investments.

Write for our new List of Mortgages No: 50.

A. G. DANFORTH & CO., Bankers
Founded A. D. 1856
WASHINGTON, ILLINOIS

Human-Talker

The most wonderful talking Parrot in existence. Actually learns to talk and sing like a person. Beautiful plumaged, tame nestbirds, *sold under guarantee on 6 months' trial.*

During July and August $12

Later $15-$20. Cheaper varieties $5.00 up.

Mrs. E. Des Erma of Adrian, Mich., R. 2, writes: "My 'Human-Talker' is a wonder, talks everything, spells, counts to 6 and sings. Money would not buy him." Birdbook, catalog and proofs free. Established 1888.

Max Geisler Bird Co., Dept. R-3, Omaha, Neb.

Bronze Memorial Tablets
Designs and Estimates Furnished
Jno. Williams, Inc. Bronze Foundry
538 West 27th Street New York
Write for our Illustrated Booklet. Free

PATENTS Secured or Fee Returned. Send sketch for free search of Patent Office Records, HOW TO OBTAIN A PATENT and WHAT TO INVENT with List of Inventions Wanted and Prizes offered for inventions, sent free. Patents advertised FREE

WANTED, NEW IDEAS
Send for our list of Patent Buyers
VICTOR J. EVANS & CO., 759 Ninth, Washington, D. C.

The Banker's Special
The U.S. Distributing Co. New York
The Banker's Special

SMOKE THIS IN YOUR PIPE

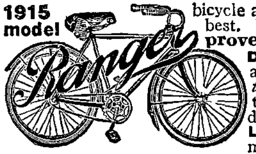
The Banker's Special is a mixture of all the highest grades of imported and domestic smoking tobaccos. It is to the smoker in taste and blend as the Bank of England is to English commerce, and we want to prove this assertion by sending samples to readers of Literary Digest at the cost of production.

We will send the small flat can shown in the picture above to any address for 15 cents in stamps or coin, or the large round can, weighing 8 ounces, for $1.25 postpaid. Send orders to Dept. L.

U. S. Distributing Co., 432 Fourth Ave., New York City

Ride a "RANGER"

1915 model



bicycle and *know* you have the best. Buy a machine you can **prove** before accepting. **DELIVERED FREE** on approval and *30 days' trial.* **NO EXPENSE** to you if, after trial you do not wish to keep it. **LOW FACTORY COST,** marvelous improvements and values *never before equalled* in our 1915 offers.

WRITE for our *big catalog* showing our *complete line* of 1915 bicycles, **TIRES** and sundries and learn the wonderful *new offers* and terms we will give you. You cannot afford to buy until you *know* what we can do for you.

MEAD CYCLE CO., Dept. K172, CHICAGO

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"I. R. B.," Moscow, Idaho.—The phrase "He laughed him to scorn" is explained by Dr. Murray as follows: "With dative of person and *to* with subject expressing the effect, as in 'To laugh him to scorn.'" The verb in this phrase is now apprehended as transitive, and with object and complement or adverbial phrase meaning to produce a specified effect upon (a person) by laughing. *Scorn* is, therefore, a noun and not a verb in the infinitive as has already been inadvertently stated.

"G. G. W.," Cleveland, O.—The personal equation, in popular use, connotes the characteristic temperamental qualities of the individual.

"L. S.," Baltimore, Md.—The differences between (Thank you, no, not "among." See the New Standard Dictionary, p. 267, col. 1), *color, shade, hue,* and *tint* are noted under *color* (p. 529, cols. 2 and 3), which is defined as "any one of the hues observed in the rainbow or spectrum, or one of the *tints* produced by the blending of those rays: sometimes, technically, limited to primary colors, and then distinguished from *hue* (a compound color), *tint* (diluted with white), and *shade* (mixed with black).

"J. L. C.," Washington, D. C.—The phrase "in respect of" means "with reference to," or "as relates to or regards." With these meanings the phrase is in good use to-day. Used to mean "in comparison with," the phrase is obsolete English of the sixteenth and seventeenth centuries. "With respect to," which means "with reference or regard to (something)," is in good use to-day.

"J. R. C.," Greenfield, Ohio.—"We spell *Jupiter* and *Saturn*, etc., with capital initial letters. Why not spell *Earth* and *Sun* also with capital initials?"

Because they are not personifications. When they are, they take the capital too, as *Terra, Sol,* etc.

"W. E. K.," Canton, Kan.—"What is the origin of the expression 'in the neck of the woods'?"

The New Standard Dictionary defines *neck of the woods* as "colloquial Western U. S., a settlement made in a well-wooded district."

"M. C. D.," Prosser, Wash.—Bouvier's Law Dictionary says the Latin term *et alius* is used in law to mean "and another." The abbreviation *et al.*, sometimes in the plural *et als.*, is affixt to the name of the first plaintiff or defendant, in entitling a case *where there are several* joined as plaintiffs or defendants. But it gives no reason for the addition of *s*, the sign of the English plural to the Latin, which is common in other Latin abbreviations, as *lbs.* for "pounds."

"L. S. H.," Norfolk, Va.—"In Arnold Bennett's 'Your United States,' I find the following, 'In my honest yearning to feel myself a habitué.' Are the words 'a habitué' to be preferred to 'an habitué'?"

The pronunciation of *habitué* determines which form shall be used. Both are correct, but when *habitué* is given the French pronunciation "an" should be used before it, not "a."

"E. W.," Philadelphia, Pa.—"Kindly inform me which mark of punctuation is correctly placed in closing a sentence which opens with 'Will you kindly'—a period or a mark of interrogation."

As the sentence is interrogative, since it makes a request, a note of interrogation should follow it.

"P. K.," Newport, R. I.—"Please tell me which word in the parentheses in the following sentence is correct: 'In the following sentence there are three (two's, to's, too's): Two men went to the bank too.'"

The sentence you submit is erroneous in form and statement of fact. The writer confuses phonetics with orthography. There are not three words of the same spelling, but three having the same sound in English. Therefore, the sentence to be correctly stated should read: "There are three words in English which are pronounced '*tu*' (*u* as in *rule*)."

"L. J. R.," Stoughton, Mass.—"Kindly give me the correct pronunciation of 'equipages.' I can not find the word in any dictionary of pronunciation. I can find only 'equipage'—accent on the first syllable. Does the accent change to the second syllable and do you know of any authority for such? Every one I know puts the accent on the first for the plural as for the singular."

There is no difference in the position of the accent in the singular or in the plural of the word you submit. "Equipage" is pronounced *ek'wi-pij* (*e* as in *pen*, *i's* as in *habit*). In the plural change the last syllable to *pi-jiz* (both *i's* as in *habit*).

"P. Z.," Lake Charles, La.—"(1) Please advise me the proper salutation to use in addressing a business letter to a *femme sole* with whom one is not at all acquainted. (2) Also, in the case of 'Mrs. C. A. Jones & Son.'"

(1) Miss A. B.—Dear Madam. (2) In a case of this kind, there are two forms of address—(a) to address the principal partner and ignore the "and Son"; or (b) to address the concern as a business corporation assuming that it is conducted by men on the assumption that the founder of the concern took in her son to conduct the business. In such a case, use "Mrs. C. A. Jones & Son—Dear Sirs:"

"H. S. D.," Norfolk, Va.—"What was the date of the month of the first Saturday in February and August, 1911, '12, and '13?"

February 4, 1911, February 3, 1912, February 1, 1913; August 5, 1911, August 3, 1912; August 2, 1913.

"J. H. N.," Chicago, Ill.—"Can you inform me of any way by which a person in one room, with closed doors, can see what is going on in an adjoining room?"

The only device of the kind that approaches your need is the *camera obscura*, which is a structure large enough to hold spectators who can view an image of what is going on outside on a white table within. This, however, is not what we understand you to want—a device that might be fitted in one room that would reflect in another what is going on in the first room.

WARNING!

BEWARE OF SUBSCRIPTION SWINDLERS!

Swindlers are at work throughout the country soliciting subscriptions for popular periodicals. We urge that no money be paid to strangers even tho they exhibit printed matter apparently authorizing them to represent us, and especially when they offer cut rates or a bonus. The Literary Digest mailing list showing dates of expiration of subscriptions is never given out to any one for collection of renewals. Better send subscriptions direct, or postpone giving your order until you can make inquiry. If you have reason to suspect that the members of your community are being swindled, notify your chief of police or sheriff, and the publishers, and arrange another interview with the agent at which you can take such action jointly as may seem proper.

Funk & Wagnalls Company,
354–360 Fourth Avenue,
New York City.

Travel and Resort Directory

Nutshell Boston Guide
with trolley directions and a map. Clear, concise, and convenient to carry. What one wants to know about literary, artistic, musical, historical, civic and philanthropic Boston in the smallest space. Ask at news-stands or send 30 cents to
NUTSHELL SEEING BOSTON CO.
Box 53, Back Bay P. O., Boston, Mass.

An Exceptional Opportunity
to represent an old-established tourist firm as local agent and to organize parties for foreign travel. *Write for particulars.*
H. W. DUNNING & CO.
102 Congregational House Boston, Mass.

Go to Europe at my Expense
by organizing a party. Experienced leaders.
Established 1900
BABCOCK'S TOURS
1137 Dean Street Brooklyn

LONDON

London's Most Complete Hotel
THE GORING HOTEL
Grosvenor Gardens, London, S. W.
Built in 1910 on the American plan. Every Bedroom has its own Private Bath. Situated in the heart of fashionable London. The Hotel stands in private grounds away from street noises.
Tariff from Literary Digest Travel Bureau,
354-360 Fourth Avenue, New York City

P&O
Peninsular & Oriental S.N.Co. Frequent Sailings, India, China, Philippines, Japan, Australia, New Zealand, Winter Tours in India. Round World Tours. For full information apply Cunard Line, 21-24 State St., N. Y.

K N & K
Letters of Credit
Travelers' Checks
Available Everywhere
Your own banker can supply them. Write us for booklet, "The Passport to Comfortable Travel."
KNAUTH, NACHOD & KÜHNE
Dept. S, 15 William Street, New York

DUNNING TOURS
to Egypt, Pal., Turkey, Greece
Sailing Jan., Feb., 1915
AROUND THE WORLD
Sailing Eastward, November '14; January '15
102 Congregational House, Boston, Mass.

TOPHAM TOURS
GRAND TOUR AROUND THE WORLD
Leaving New York Oct. 31st. Small select party. Highest grade of travel throughout. Write for booklet O.
Topham Tours, 305 S. Rebecca St., Pittsburgh, Pa.

DONALDSON LINE
To Great Britain. Frequent Sailings.
Still booking passengers. Cabin (II) $47.50. Third Class $31.25. H. E. LIDMAN, Gen. Agt., 183 No. Dearborn Street, CHICAGO.

Classified Columns

PATENTS AND ATTORNEYS

PATENTS THAT PROTECT AND PAY. Advice and books free. Highest references. Best results. Promptness assured. Send sketch or model for free search.
Watson E. Coleman, Washington, D. C.

IDEAS WANTED.—Manufacturers are writing for patents procured through me. 3 books with list 200 inventions wanted sent free. Advice Free. I get patent or no fee. R. B. Owen, 45 Owen Bldg., Washington, D. C.

REPRESENTATIVES WANTED

SIDELINE SALESMEN, ATTENTION! This year's proposition the best yet. Get in touch with us at once for our live premium proposition. We guarantee our goods to sell or take back unsold goods. Write today for full particulars. CANFIELD MFG. CO., 208 Siegel Street, Chicago, Ill.

REAL ESTATE

Sale of Beautiful Florida Home
New, modern and perfectly appointed—12 rooms, 14 acres—all riparian rights.
Situated on Sarasota Bay—"A World's Beauty Spot." A proposition for persons of wealth and refinement—$50,000.
Other Bay frontage and Lands for Sale.
West Coast Realty Company, Inc., Sarasota, Fla.

MISCELLANEOUS

Great Opportunities—Canadian Northwest, along line of new railway, for Business Men, Farmers, and Investors. Send dime for copy of publication or write for information about world's newest country. Four Provinces.
Buyer and Trader, Winnipeg, Canada.

BUSINESS OPPORTUNITIES

YOU CAN MAKE EXTRA MONEY
in your odd moments, or a good living all the time, by representing our high-grade magazines. Wide popular appeal. Liberal bonuses. *Address Circulation Department.*
McBride, Nast & Co.
Union Square, New York

WANTED.—A woman as Field Secretary to form Child Life Chapters. Position demands exceptional qualifications and pays upwards of $1000 a year. Address American Institute of Child Life, 1714 Chestnut St., Philadelphia, Pa.

TYPEWRITER BARGAINS

LARGEST STOCK OF TYPEWRITERS in America. All makes. Underwoods, L. C. Smiths, Remingtons, etc. ¼ to ½ Mfrs. prices (many less). Rented anywhere, applying rent on price. First class rebuilt machines—rent one and judge on these most liberal terms. Write for Catalog 125. Typewriter Emporium (Estab. 1892), 34-36 W. Lake St., Chicago.

DUPLICATING DEVICES

THE "UNIVERSAL" DUPLICATOR will reproduce 50 perfect copies of anything made with typewriter, pen, pencil in ten minutes. Experience unnecessary. Simple, clean. No glue or gelatine. Letter Size $3.25. Write for booklet. G. REEVES DUPLICATOR CO., Mfrs., 419 Park Bldg., Pittsburg, Pa.